



The Peach State Traveler

Year 27, Issue 5 ~ FMCA PST Chapter Newsletter ~ May 2019

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Future SEA (Southeast Area) Rally

www.seafmca.org

SEA President – Betty Duncan email:

bettyhduncan@fmca.com

SEA Georgia VP - Patricia Voyna pfvoyna@marvsdiesel.com

[Feb. 5-8, 2020 Lakeland, Florida](#)

Future FMCA International Convention

Summer August 14-17, 2019 – Minot, SD

Winter March 26-29, 2020 – Tucson, AZ

* Summer 2020 – Rock Springs, WY

* Winter 2021 – Perry, GA

* Summer 2021 – Gillette, WY or St. Paul, MN

* Winter 2022 – Tucson, AZ

* Summer 2022 – Rock Springs, WY

* Winter 2023 – Perry, GA

* Summer 2023 – Sedalia, MO or Gillette, WY

* Summer 2024 – Syracuse, NY

* = Contingent on successful contract negotiations.

2019 RALLY HOSTS



Wagon Master – Wiley Bowman

wileybow@gmail.com

770-880-2151 Cell, (770) 646-3048 Home

* Weekend different from 1st weekend.

**Special rally due to distance from Atlanta

###Our Bylaws require members to host a rally. Ideally, three couples should be able to manage a great rally weekend.

June 7-9

TBD

Bray, Watson, Jones

July 5-7

August 2-4 River Country Campground, Gadsden, AL

Eposito

256-543-7111

***September 12-14** Dailey & Vincent Land Fest, Hiawassee, GA

Mountain View Campground

Ralston, Sawyer

October 4-6

TBA

Bowman, Hollis

November 1-3 Columbus, GA

Duren, Young

December 6-8

TBD

Officers

PRESIDENTS CORNER – May 2019

By Doug Ralston

What a wonderful way to kick off May and warmer weather as our hosts provided by taking us on a murder/mystery cruise! Things began to happen with a surprise hotdog supper on Thursday night then things really picked up pace on Friday when everyone dressed up for the "Captain's Dinner" of steak grilled to order with all the trimmings! One camper (not part of the PST group) even commented, upon seeing everyone headed to dinner dressed to the nine's, that "what happens in the campground stays in the campground"! With that comment being made, I rightfully can't say much more. :)

Our hosts were Boyd & Terry Carlyle, John & Susie Hamilton and Cecil & Lovena Mallory. A lot of folks pitched in to help with cooking, serving, cleaning up, etc. Thanks to all the helpers. On Thursday night, Dan Rankin played his guitar and sang. In addition, Susie Hamilton also provided humorous assistance to Dan on one special song! Then there was a large cast of characters providing entertainment with the murder mystery on Saturday night.

We had two guest couples attending, Jack & Tina Arrington who are friends of the Hamilton's and Tom & Tricia Tripp who were looking for a local "home" chapter. I'm pleased to say the Tripp's joined PST on Sunday morning. Welcome "home" to the Tripp's. This makes a total of 11 new members since January (5 couples and 1 single or 6 new coaches).

The rally schedule is full for 2019 and people are already volunteering for 2020. Let's get next year full before October 2019 and make Wiley's job really easy! Peach State Travelers has a lot of positive momentum going for it. Let's keep up the good work.

As we go into the summer months our schedules seem to become even busier than normal and we sometimes get caught up in our own worlds. Please keep those who are dealing with all sorts of issues (health, family, personal) in your thoughts and prayers.

Safe travels to all, Doug

NATIONAL DIRECTOR REPORT

By Patricia Voyna



FMCA is excited to announce a new member benefit and partnership with Briter Products, Inc., designer and contract manufacturer of the Ion-Ready™ Lithium-Ion battery created specifically for RVs. Longer battery life, twice the power, and less overall weight can literally replace your current lead-acid battery at a 2-for-1 ratio!

SECRETARY REPORT- May 2019

By Kenlyn Sawyer

The May 3 – 5, 2019 rally was held at the Great Outdoors RV Resort in Franklin, NC. Hosts were Boyd and Terry Carlyle, John and Susie Hamilton, and Cecil and Lovena Mallory. There was a total of 34 people in attendance for the weekend. Names of those in attendance are at the end of this report.

President Doug Ralston opened the meeting on May 5, 2019 at the Great Outdoors RV Resort by thanking the hosts for a great weekend. President Ralston welcomed the guests/new members for the weekend.

Announcements were made for upcoming rallies.

Upcoming rallies:

June 7 – 9, 2019 - Lake Oconee KOA – Greensboro, GA (Bray, Jones)

July 13, 2019 - Cherokee Cattle Company – Luncheon – (Eric Oswood)

August 2 – 4, 2019 - River Country, Gadsden, AL (Esposito)

September 12 – 14, 2019 - Landfest – Mountain View Campground, Hiwassee, GA (Ralston, Sawyer)

October 4 – 6, 2019 - Twin Oaks RV Park, Elko, GA (Bowman, Hollis)

November 1 – 3, 2019 - Columbus, GA (Duren, Young)

Please contact Wiley Bowman to sign up for 2020 rallies.

President Ralston thanked Wayne and Wanda Hollenbeck for the new rosters.

MEMBERS: Bennett; Tori Bray; Carlyle; Carmack; Duren; Gruba; Hamilton; Hollenbeck; Jones; Mallory; Matthews; Ralston; Rankin; Sawyer; Voyna; Young

VISITORS/NEW MEMBERS: Tom and Tricia Tripp;

VISITORS: Jack and Tina Arrington

RALLY REPORT – May 2019

By Susie Hamilton Susie Hamilton

The May Rally of the Peach State Travelers started Thursday, May 2nd with a hotdog dinner for the early arrivals. The hosts; the Carlyles, the Mallorys and the Hamiltons welcomed 34 guests to the Great Outdoors RV Resort in Franklin, NC. Most of the attendees arrived on Thursday when they received a packet with the plans for the busy weekend. Two couples that came to visit were Jack and Tina Arrington from Fayetteville, TN and Tom and Tracie Tripp from Canton, GA. After dinner, Dan Rankin entertained with his guitar and singing.

On Friday morning, participants in the Murder Mystery met at the clubhouse to get instructions and have questions answered about their parts in the program. Jack Arrington showed what a good sport he is by playing a part in the play at the last minute. The clubhouse was closed to the attendees while the hosts and Tina Arrington created a cruise ship by decorating the entire area. A seascape, ship deck, portholes, gangway and other décor made passengers feel they had stepped aboard a cruise liner. Food and dessert tables were beautifully decorated with nautical centerpieces. A ship's wheel created a feature behind which passengers had their pictures taken.

Passengers received Boarding Passes to indicate what time they should arrive at the gangway to board the ship. Almost everyone got into the spirit of the Captain's Dinner evening and dressed in fancy clothing. Marvin and Pat showed what a handsome couple they made with coat and sequins. Everyone had pictures made behind the ship's wheel. Prints were made and given to the passengers on Sunday. The Captain's Dinner included grilled steak, salad, potato and several desserts from which to choose. Our thanks to Ed Gruber for helping Cecil and John man the grill. Several games of bingo with prizes made up Casino Night.

Saturday morning found everyone feasting on a pancakes and sausage breakfast. Afterwards, Polly presented a "Skin Care" seminar for the ladies.

Saturday evening dinner consisted of chicken, pork and vegetable kabobs, with green beans and corn. Again, passengers had several desserts from which to choose. The Tripp's decided to become members of PST. They will be a welcome addition to our chapter.

After dinner the Captain's Cocktail Party took place. There were lots of intrigue and clues before a murder took place. Our members showed what good sports they are by really getting into character. All were great actors, but Ed and Libba Gruber turned in Academy Award performances. Very few suspected the actual murderer. Door prizes were given to all passengers. The Carlyles want to thank everyone who participated as they spent lots of time putting together their costumes and planning their dialog. Our thanks to Tori, Tina, Debbie and Kenlyn for helping remove and store the decorations.

On Sunday morning guests enjoyed sausage biscuits, fresh fruit mix and juice. Members were reminded of upcoming rallies. Farewells were said and passengers disembarked the ship for the return home. See Secretary's Report for names of attendees.




SUNSHINE REPORT – May 2019

By Wanda Hollenbeck



TREASURES'S REPORT April 2019

By: Terry Carlyle

Beginning Balance	01/19/2019	\$1,959.76	
Receipts:			
February Rally – GA		10.00	
February Rally – FL		4.00	
Dues		20.00	
New Members		45.00	
Simmons, Vangys, Cooke			
Disbursements:			
Annual Corp. Registration		30.00	
Parkinson's Foundation			
For Wynette Hutchins		100.00	
Ending Balance	04-04-2019	\$1,908.76	

Birthdays

05-10 – John Cowan
05-17 – Kenlyn Sawyer
05-27 – Jan Hollis



Anniversaries

05-02 – Dan & Margie Rankin
05-11 - Bobby & Brenda Moreman
05-16 – Bill & Margie Esposito
05-31 – Jim & Jan Hollis



Things to DO



New members Pat & Lori Thomas are already in your directory.

Add new members to your directory

Tom & Tricia Tripp

408 Larkspur Drive, Canton, GA 30114

His cell 770-403-0517 Her cell 77-403-0518

Email; his triptw@gmail.com hers triciatripp@hotmail.com

His birthday 2/01, Hers 12/28, Anniversary 10/20

F#484537, 2017 Tiffin Allegro Bus, Length 45

Emergency; Son, Matt Tripp 678-296-1606



A Brief History of the RV



In 1915, technology merged with the “back to nature” movement, leading to the invention of the motorhome

By Terence Young

On August 21, 1915, the Conklin family departed Huntington, New

York on a cross-country camping trip in a vehicle called the “Gypsy Van.” Visually arresting and cleverly designed, the 25-foot, 8-ton conveyance had been custom-built by Roland Conklin’s Gas-Electric Motor Bus Company to provide a maximum of comfort while roughing it on the road to San Francisco. *The New York Times* gushed that had the “Commander of the Faithful” ordered the “Jinns... to produce out of thin air... a vehicle which should have the power of motion and yet be a dwelling place fit for a Caliph, the result would have fallen far short of the actual house upon wheels which [just] left New York.”

For the next two months, the Conklins and the Gypsy Van were observed and admired by thousands along their westward route, ultimately becoming the subjects of nationwide coverage in the media of the day. Luxuriously equipped with an electrical generator and incandescent lighting, a full kitchen, Pullman-style sleeping berths, a folding table and desk, a concealed bookcase, a phonograph, convertible sofas with throw pillows, a variety of small appliances, and even a “roof garden,” this transport was a marvel of technology and chutzpah.

For many Americans, the Conklin’s Gypsy Van was their introduction to Recreational Vehicles, or simply, RVs. Ubiquitous today, our streamlined motorhomes and camping trailers alike can trace their origins to the time between 1915 and 1930, when Americans’ urge to relax by roughing it and their desire for a host of modern comforts first aligned with a motor camping industry that had the capacity to deliver both.

The Conklins did not become famous simply because they were camping their way to California. Camping for fun was not novel in 1915: It had been around since 1869, when William H.H. Murray published his wildly successful *Adventures in the Wilderness; Or, Camp-Life in the Adirondacks*, America’s first “how-to” camp guidebook.

Ever since Murray, camping literature has emphasized the idea that one can find relief from the noise, smoke, crowds, and regulations that make urban life tiresome and alienating by making a pilgrimage to nature. All one needed to do was head out of town, camp in a natural place for a while, and then return home restored in spirit, health and sense of belonging. While in the wild, a camper—like any other pilgrim—had to undergo challenges not found at home, which is why camping has long been called “roughing it.” Challenges were necessary because, since Murray’s day, camping has been a recapitulation of the “pioneer” experience on the pre-modern “frontier” where the individual and family were central and the American nation was born.

Camping’s popularity grew slowly, but got more sophisticated when John B. Bachelder offered alternatives to Murray’s vision of traveling around the Adirondacks by canoe in his 1875 book *Popular Resorts and How to Reach Them*. Bachelder identified three modes of camping: on foot (what we call “backpacking”);

on horseback, which allowed for more gear and supplies; and with a horse and wagon. This last was most convenient, allowing for the inclusion 'of more gear and supplies as well as campers who were unprepared for the rigors of the other two modes. However, horse-and-wagon camping was also the most costly and geographically limited because of the era's poor roads. In short order, Americans across the country embraced all three manners of camping, but their total number remained relatively small because only the upper middle classes had several weeks' vacation time and the money to afford a horse and wagon.

Over the next 30 years, camping slowly modernized. In a paradoxical twist, this anti-modern, back-to-nature activity has long been technologically sophisticated. As far back as the 1870s, when a new piece of camping gear appeared, it was often produced with recently developed materials or manufacturing techniques to improve comfort and convenience. Camping enthusiasts, promoters, and manufacturers tended to emphasize the positive consequences of roughing it, but, they added, one didn't have to suffer through every discomfort to have an authentic and satisfying experience. Instead, a camper could "smooth" some particularly distressing roughness by using a piece of gear that provided enhanced reliability, reduced bulk, and dependable outcomes.

Around 1910 the pace of camping's modernization increased when inexpensive automobiles began appearing. With incomes rising, car sales exploded. At the same time, vacations became more widespread—soon Bachelder's horses became motor vehicles, and all the middle classes started to embrace camping. The first RV was hand built onto an automobile in 1904. This proto-motorhome slept four adults on bunks, was lit by incandescent lights and included an icebox and a radio. Over the course of the next decade, well-off tinkers continued to adapt a variety of automobiles and truck chassis to create even more spacious and comfortable vehicles, but a bridge was crossed in 1915 when Roland and Mary Conklin launched their Gypsy Van.

Unlike their predecessors, the wealthy Conklins modified a bus into a fully furnished, double-deck motorhome. *The New York Times*, which published several articles about the Conklins, was not sure what to make of their vehicle, suggesting that it was a "sublimated English caravan, land-yacht, or what you will," but they were certain that it had "all the conveniences of a country house, plus the advantages of unrestricted mobility and independence of schedule." The family's journey was so widely publicized that their invention became the general template for generations of motorhomes.

The appeal of motorhomes like the Conklins' was simple and clear for any camper who sought to smooth some roughness. A car camper had to erect a tent, prepare bedding, unpack clothes, and establish a kitchen and dining area, which could take hours. The motorhome camper could avoid much of this effort. According to one 1920s observer, a motorhome enthusiast simply "let down the back steps and the thing was done." Departure was just as simple.

When the Conklin family traveled from New York to San Francisco in their luxury van, the press covered their travels avidly. By the middle of the 1920s, many Americans of



somewhat more average means were tinkering together motorhomes, many along the lines made popular by the Conklins, and with the economy booming, several automobile and truck manufacturers also offered a limited number of fully

complete motorhomes, including REO's "speed wagon bungalow" and Hudson-Essex's "Pullman Coach."

In spite of their comforts, motorhomes had two distinct limitations, which ultimately led to the creation of the RV's understudy: the trailer. A camper could not disconnect the house portion and drive the automobile part alone. (The Conklins had carried a motorcycle.) In addition, many motorhomes were large and limited to traveling only on automobile-friendly roads, making wilder landscapes unreachable. As a consequence of these limitations and their relatively high cost, motorhomes remained a marginal choice among RV campers until the 1960s. Trailers, by contrast, became the choice of people of average means.

The earliest auto camping trailers appeared during the early 1910s but they were spartan affairs: a plain device for carrying tents, sleeping bags, coolers, and other camping equipment. Soon, motivated tinkers began to attach tent canvas on a collapsible frame, adding cots for sleeping and cupboards for cooking equipment and creating the first "tent trailers." By mid-decade, it was possible to purchase a fully equipped, manufactured one. In 1923's *Motor Camping*, J.C. Long and John D. Long declared that urban Americans were "possessed of the desire to be somewhere else" and the solution was evident—trailer camping. Tent trailering also charmed campers because of its convenience and ease. "Your camping trip will be made doubly enjoyable by using a BRINTNALL CONVERTIBLE CAMPING TRAILER," blared an advertisement by the Los Angeles Trailer Company. The trailer was "light," incorporated "comfortable exclusive folding bed features," and had a "roomy" storage compartment for luggage, which left the car free to be "used for passengers."

Tent trailering, however, had some drawbacks that became clear to Arthur G. Sherman in 1928 when he and his family headed north from their Detroit home on a modest camping trip. A bacteriologist and the president of a pharmaceutical company, Sherman departed with a newly purchased tent trailer that the manufacturer claimed could be opened into a waterproof cabin in five minutes. Unfortunately, as he and his family went to set it up for the first time, a thunderstorm erupted, and claimed Sherman, they "couldn't master it after an hour's wrestling." Everyone got soaked. The experience so disgusted Sherman that he decided to create something better.

The initial design for Sherman's new camping trailer was a masonite body standing six-feet wide by nine-feet long and no taller than the family's car. On each side was a small window for ventilation and two more up front. Inside, Sherman placed cupboards, icebox, stove, built-in furniture and storage on either side of a narrow central aisle. By today's standards, the trailer was small, boxy and unattractive, but it was solid and waterproof, and required no folding. Sherman had a carpenter build it for him for about \$500 and the family took their new "Covered Wagon" (named by the children) camping the following summer of 1929. It had some problems—principally,

it was too low inside—but the trailer aroused interest among many campers, some of whom offered to buy it from him. Sherman sensed an opportunity.

That fall, Sherman built two additional Covered Wagons. One was for a friend, but the other one he displayed at the Detroit Auto Show in January 1930. He set the price at \$400, which was expensive, and although few people came by the display, Sherman reported that they were “fanatically interested.” By the end of the show, he had sold 118 units, the Covered Wagon Company was born, and the shape of an RV industry was set.

Over the next decade the company grew rapidly and to meet demand, trailers were built on an assembly line modeled on the auto industry. In 1936, Covered Wagon was the largest trailer producer in an expanding American industry, selling approximately 6,000 units, with gross sales of \$3 million. By the end of the 1930s, the solid-body industry was producing more than 20,000 units per year and tent trailers had more or less disappeared.

Arthur Sherman’s solid-body trailer quickly gained acceptance for two principal reasons. First, Sherman was in the right place, at the right time, with the right idea. Detroit was at the center of the Great Lakes states, which at that time contained the country’s greatest concentration of campers. Furthermore, southern Michigan was the hub of the automobile industry, so a wide range of parts and skills were available, especially once the Depression dampened demand for new automobiles. And, a solid-body trailer took another step along the path of modernization by providing a more convenient space that was usable at any time.

Today’s 34-foot Class A motorhome with multiple TVs, two bathrooms, and a king bed is a version of the Conklin’s “Gypsy Van” and fifth-wheel toy haulers with popouts are the descendants of Arthur Sherman’s “Covered Wagon,” and these, in turn, are modernized versions of Bachelder’s horse-and-wagon camping. Between 1915 and 1930, Americans’ desire to escape modern life’s pressures by traveling into nature intersected with their yearning to enjoy the comforts of modern life while there. This contradiction might have produced only frustration, but tinkering, creativity, and a love of autos instead gave us recreational vehicles.

Most people don't know that back in 1912, Hellmann's Mayonnaise was manufactured in England. In fact, the Titanic was carrying 12,000 jars of the condiment scheduled for delivery in Vera Cruz, Mexico, which was to be the next port of call for the great ship after its stop in New York. This would have been the largest single shipment of mayonnaise ever delivered to Mexico.

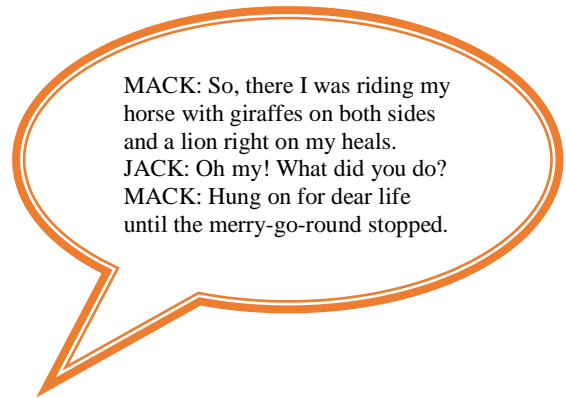
But as we know, the great ship did not make it to New York. The ship hit an iceberg and sank. The people of Mexico, who were crazy about mayonnaise, and were eagerly awaiting its delivery, were disconsolate at the loss. Their anguish was so great, that they declared a National Day of Mourning.

The National Day of Mourning occurs each year on May 5 and is known, of course, as - Sinko De Mayo.

WHAT??? You expected something educational from me? You need a shot of Tequila!

THE PIT

The Pit A man fell into a pit and couldn't get himself out. A SUBJECTIVE person came along and said: "I feel for you, down there." An OBJECTIVE person came along and said: "It's logical that someone would fall down there." A PHARISEE said: "Only bad people fall into a pit." A MATHEMATICIAN calculated how he fell into the pit. A NEWS REPORTER wanted the exclusive story on his pit. A FUNDAMENTALIST said "You deserve your pit." An I.R.S. man asked if he was paying taxes on the pit. A SELF-PITYING person said: "You haven't seen anything until you've seen my pit!" An OPTIMIST said: "Things could be worse." A PESSIMIST said: "Things will get worse!" JESUS, seeing the man reaching for Him, took him by the hand and LIFTED HIM OUT of the pit



Mother's Day Spelling

In 1912 Anna Jarvis trademarked the phrase "Second Sunday in May, Mother's Day, Anna Jarvis, Founder", and created the Mother's Day International Association. She specifically noted that "Mother's" should "be a singular possessive, for each family to honor its own mother, not a plural possessive commemorating all mothers in the world." This is also the spelling used by U.S. President Woodrow Wilson in his 1914 presidential proclamation, by the U.S. Congress in relevant bills, and by various U.S. presidents in their proclamations concerning Mother's Day.

A Mother's Day card with a pink floral background. The text reads: "To the world you are a Mother, but to your family you are the World." The word "Mother" is written in a large, elegant cursive font, while the other words are in a simpler, sans-serif font.

PST HAS “GONE FISHING”

June 6th to June 9th



FRIDAY DINNER- 6:00 PM – HOT DOGS, HAMBURGERS, BAKED BEANS AND CHIPS (DESSERT)

SATURDAY DINNER – 5:00 PM – FRIED CATFISH NUGGETS, BBQ CHICKEN, COLE SLAW AND DESSERT

SATURDAY ACTIVITIES -PRIZES AWARDED FOR “BEST FISHING HAT”, BEST HOMEMADE FISHING POLE, BEST LURES. PRIZES AWARDED FOR MOST ‘RUBBER DUCKIES’ AND FISH CAUGHT IN THE POND (MIGHT WANT TO MAKE SURE YOUR POLE IS EQUIPPED WITH NETS!!)

SUNDAY – BREAKFAST SERVED AT CLUBHOUSE – 8:00 AM

LOOKING FORWARD TO A GREAT WEEKEND.

PLEASE TRY TO RESERVE BY APRIL 1ST.

CAMPGROUND – LAKE OCONEE KOA

2541 CARY STATION RD GREENSBORO, GA 30642

800-562-2132 / 706-453-4505 (WHITNEY)

MENTION PEACH STATE TRAVELERS

\$45.00/NIGHT ...WATER VIEWS \$65-\$75/NIGHT

SITES – 250,251,253,261,260,259,254,269-274 – FULL HOOKUPS – 50 AMP

SITES – 262-268 FULL HOOKUPS – 30/50 AMP

ALL CLOSE TO CLUBHOUSE / LAKEVIEWS

PLEASE
RESERVE
ASAP
CANNOT BLOCK
SITES FOR US!!!!





From

Patricia Voyna

PO Box 1315

Conyers, GA 30012-1315

PST Newsletter – May 2019

IN GOD WE TRUST

