

# The Write Line

~ January 2021 ~



(Jim Gillett Photo)

The official newsletter of the Salina Region SCCA

## Regional Executive Views

Well, 2020 is behind us. That is probably not a bad thing. With Covid restrictions causing cancellations and procedural changes a lot of things changed. Hopefully, that too is behind us. We will still have to abide by some restrictions for a while but maybe by summer we can get back to “normal.”

Starting a new year means we are starting with some new board members. After our uncontested elections, new board members are Colton Maxwell, Assistant RE, and Bailey Martin, Secretary. It looks like you will have to put up with me for another year unless I get impeached. I would like to thank Connie Preheim and Brett Grier for their service and welcome Colton and Bailey to the 2021 board.

The schedule is starting to come together and may be out soon. It is a real challenge to work everything in and not conflict with other nearby clubs so that on any particular weekend you can find someplace to go to fulfill your competition fix. Our main focus is with the Wichita and Kansas Regions because they are close and we have several members from both of those clubs. Also entering into the mix are the Nebraska and Kansas City Regions and south to the Oklahoma and NeOkla Regions. Even considerations are given to the rallycross

people because some of you also like to do it in the dirt.

In the last newsletter the banquet was mentioned, and decisions were needed. The board has decided to have a pizza party after the Test and Tune to socialize and hand out 2020 awards. By having our banquet like this the pizza can be distributed by a single person and if outside there will be plenty of room to social distance. As of now that date is Saturday, March 20 followed by the first Solo on the 21st.

In case you did not know, the SCCA National Convention is virtual this year, and probably the MiDiv Convention too. This means the National Convention is free to all but you must register to join in. It is also spread over most of a month rather than the four days crammed into a hotel. Looks like most of it is scheduled to be later in the day so you don't need to miss work to participate. Here is a good way to experience the convention at no cost and there are always some excellent speakers and forums to listen too.

It's time to start thinking about the 2021 season and getting your cars prepped and ready to compete.

See you on course!

—Monte Rans, RE Salina Region





## Board Members ~ 2021

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## Salina Region Schedule ~ 2021

All events at Berkley Family Recreational Area unless noted otherwise

<u>Event</u>	<u>Chair</u>
March 20 – Test & Tune / Awards pizza party to follow	—
March 21 – Solo	—

Remaining schedule pending – Want to chair an event? Contact Dennis Smith!

*A Salina Divisional (if held) and Solo Nationals (Sep. 6-10) also score in the Salina Region championship, with bonus points. Lowest four scores are thrown out.*

### MiDiv



### SPS/R&S MiDiv Solo Series – 2021

- April 24-25 – Kansas @ Topeka (Heartland Park)
- June 5-6 – Wichita @ Yoder (Sunflower Aerodrome)
- TBA – St. Louis @ St. Charles, Mo. (Family Arena)
- Jul 17-18 – NeOkla @ Muskogee (Davis Field)
- Aug. 15-16 – Nebraska @ Lincoln (Lincoln Airpark)

**SCCA 2021 Solo Nationals ~ Sep. 6-10 ~ Lincoln.**

## MEETING MINUTES

*(Subject to correction and approval at the next Salina Region board meeting)*

The Salina Region SCCA board met Jan 13, 2021, via Zoom. Monte Rans, RE, called the meeting to order at 7:06 p.m. Attending were Rocky Entriken, Dennis and Nancy Smith, Theresa Walton, Artt Mann, Aaron Loggan, Abner Perney, Tim Thompson, Connie Preheim, Bailey Martin and Colton Maxwell. Abner moved the minutes be approved and Artt seconded, motion passed. There was no treasurer's report available.

**Old Business** – Teresa and Mark started updating the trailer on Jan 13. The trailer will get an electrical update and the speakers mounted.

Rocky has ordered new helmets. He will check to see when they will be here. Outdated ones are still available for free if you contact Rocky. [Ed note: SCCA's Rick Myers reports delivery to SCCA Feb. 22, to regions shortly thereafter.]

Agreed to close the group Facebook page. Artt will message David Knudson to get it closed. The public Facebook page will remain open. [Ed note: Notice posted on the page that it will close at the end of March. All Salina Region Facebook traffic will be on [www.facebook.com/SalinaSCCA](http://www.facebook.com/SalinaSCCA).]

Monte and Teresa will be turning in weekend memberships.

The computers need wiped and Axware reinstalled. Monte will get the computers to Brian soon. Decided to wait to schedule Pronto demonstration.

**New Business** – Colton Maxwell and Bailey Martin were elected to Assistant RE and Secretary on the 2021 Salina Region board. Remaining board members agreed to continue their current position for the 2021 year with exception of the members not at the meeting; Monte will contact them.

There is no update regarding the new Junior Karts regulations.

Rocky moved that the banquet be after the Test and Tune in the form of a Pizza Party. Connie seconded, motion passed.

Evolution school will not be held this year. Ride-alongs are not recommended per SCCA guidelines.

The SCCA National Convention can be attended online for free. Go to SCCA's website for more information.

The meeting was adjourned at 8:20 p.m. upon a motion by Dennis and second by Artt.

Submitted: Bailey Martin, Secretary

## Events

### ... Elsewhere - 2021

A calendar of AutoX and RallyX events by the Wichita, Kansas, Kansas City, Nebraska, NeOkla and Oklahoma Regions of SCCA. Go see how others do it!

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(\* = Salina Region event on this date)

#### AUTOCROSS

Apr 24-25....Kansas @ Heartland Mspts Park, Topeka (Double Solo)

Jul 10-11.....Kansas @ Heartland Mspts Park, Topeka (Double Solo)

May 15-16...ProSolo @ Heartland Motorsports Park, Topeka

May 27-29...Summernationals @ Lincoln Airpark (ProSolo)

May 29-31...Summernationals @ Lincoln Airpark (ChampTour)

Sep 3-5.....ProSolo Finale @ Lincoln Airpark

Oct 2-3.....Kansas @ Heartland Mspts Park, Topeka (Double Solo)

**Because of the Coronavirus outbreak, it would be wise to confirm any event before leaving on a trip to participate in it. Known cancellations marked in crossout**

Stirling is, cerily, describing precisely the situation he was to be in four days later at Goodwood.]

"Another thing, you know, you say to yourself, let's really get going, let's try to drive the perfect lap, all the way around and not one mistake, not one mile an hour slow or ten revs down, and this to me is an interesting thing. Often I turn to myself and say, well, let's try to turn one perfect lap. Invariably something somewhere isn't just quite right, and you say, well, that's finished, now let's try another, try again. I've never made a perfect lap, although people have said I have.

"You go through a corner absolutely flat out, right on the ragged edge, but absolutely in control, on your own line to an inch, the car just hanging there, the tyres as good as geared to the road, locked to it, and yet you know that if you ask one more mile an hour of the car, if you put another five pounds of side-thrust on it, you'll lose the whole flaming vehicle as surely as if someone had smeared the road with six inches of grease; so you stay just this side of that fraction of extra speed, that fraction of extra weight that could ruin everything, and perhaps kill you to boot, you're on top of it all, and the exhilaration, the thrill is tremendous, you say to yourself, all right, you bastards, top that one, match it, even, and you feel like a painter who has just put the last brush-stroke on a canvas, after years of trying to catch a certain expression—it's rewarding. And you must grant that it's not monotonous. No art can be monotonous, and I believe that driving, as practised by some very few people in the world, is an art-form, and is related to ballet. I believe that when someone like Alfred Neubauer uses the term 'artist' in relation to a driver, he knows what he's talking about. Driving is certainly like ballet in that it is all discipline, rhythm,

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A page from "All But My Life" by Ken Purdy, quoting Stirling Moss



## PAX index for 2021

But for a couple of notable exceptions, the PAX index for 2021 is little different from 2020.

Want the list? It's at <https://www.solotime.info/pax/>.

Of 51 indexed classes, 31 are unchanged. For 17 classes, the index went up, for three it went down.

The biggest hit – and maybe it's not really a surprise – was to the new Solo Spec Coupe class. Those guys found out just how hard they could drive the Subie/Scion twins. Their index went up 14 points from where it started in 2020 (actually, it was bumped 7 points midseason, and another 7 for 2021).

Beyond that, F Street took the biggest jump, 5 points. In all, eight of the 12 Street classes (SSR, SSC and HCS included) were bumped up. Going +2 were SS, AS, GS and HS. Going +1 were DS and HCS.

All three CAM classes got a boost, with CAM-T going up 4 points, the third-largest increase. CAM-S is bumped +2 and CAM-C +1.

Two of the five Street Touring classes got a change – STS at -1 and STH at +3.

Only one of the seven Street Prepared classes got a change, FSP going +2.

Of the three new-in-2020 classes, the two Xtreme Street classes appear to have been overrated. Both got big help in their index – XSA at -6 and XSB at -8. The EV (Electric Vehicle) class, however, went +2.

Only two of the seven Prepared classes (including HCR) got a bump, XP at +2 and FP at +3.

None of the Street Mod classes were changed, and only one of the 11 Modified/Kart classes took a hit, EM at +2.

## Could you use a free HELMET?

**LAST CALL!** They're expired for autocrossing after this year, but could still be good for street riding, maybe as a spare or for someone riding the pillion.

They're all Snell M2005. Open-face, black. We have new M2020s coming in to replace them for 2021.

There are still 1 Small, 1 Medium, 2 Large (the 1 Extra Large is claimed).

And they're free. So you gotta come get them. Any claimed, we'll hang onto them until it's convenient to do the pick-up. Any unclaimed within a couple of months will end up in the landfill. To claim one (or more) send an e-mail to rocky@spitfire4.com.

Check your own helmet too. If your helmet's Snell date is 2005 it's no longer legal for autocrossing. Helmets built to the 2020 standard became available in October

## A new SCCA Communications platform

# National Solo Notes

Howard Duncan, SCCA's Senior Manager for National Solo Field Operations, has inaugurated a new platform to let members know what's happening of interest to autocrossers. This is an abbreviated version, as details of events in Florida and California are of little importance to Kansas members. But the general information is useful.

Hi Folks,

I think we can all agree that last season was a challenging and troubling time for the SCCA Solo Community, just as it was for the entire nation. However, what may not be immediately apparent is that the impact of CV19 is extending into the development of the 2021 season regarding resources, schedules, rules, procedures, and the potential impact of local CV19 restrictions on scheduled events. In this environment it is imperative that we improve our communications with the Solo Community for both the "What" and the "Why" of decisions and actions being taken. That is the purpose of the "National Solo Notes", whether it is written by me, another staff member, or Club official. These Notes will appear regularly in the "Autocross Announcements" section of the Solo homepage on the SCCA web site and then distributed more widely through social media.

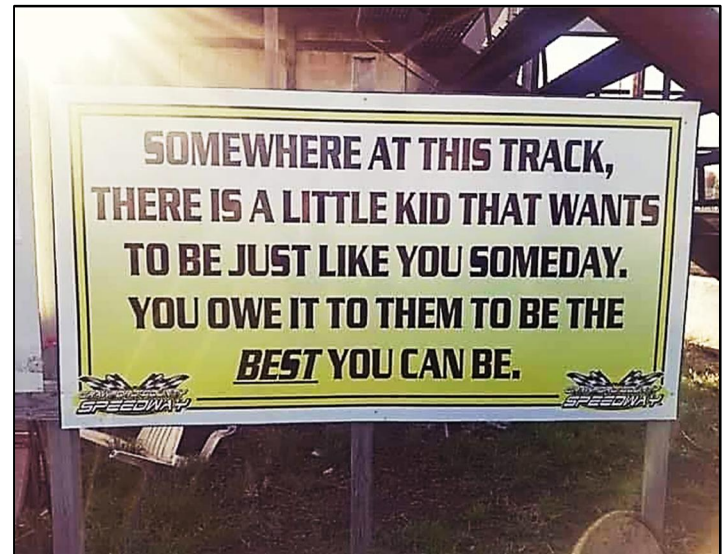
Typically, the National Solo Notes, will be just that, notes, as opposed to long, deep-dive stories. We are introducing this means of communication and covering two subjects in this edition: the reasons behind the ProSolo 1 (PS-1) in Florida next month and the compressed spring west coast National Solo schedule.

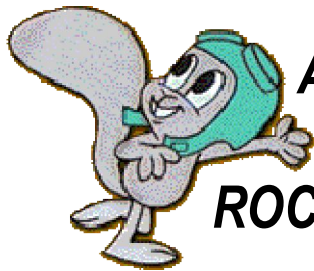
PS-1 is a concept we have been considering for years to address and adapt to the ever-shrinking number of sites capable of hosting a traditional ProSolo with mirror image courses. A solution was tried in 2020 at a few sites where there were still two courses, but not mirror image. Just simply right and left courses. A PS-1 would be used at sites that cannot accommodate two courses, including racetrack facilities as these could become more common as National Solo sites. Additionally, a PS-1 at a racetrack could be a bridge event between Solo and Track Sprints that come under the Time Trials program.

At one point we were not sure if there would be any west coast events. In the meantime, we continued developing the National Solo schedule in other parts of the country.

Surprisingly, the west coast locations one by one became available and we had a full house of events without a break – four events in a row! Given that there remains a degree of uncertainty about all these events being able to be conducted due to CV19 concerns, it seemed unwise to cancel any event.

If this level of interest and site availability continues into 2022 and beyond, we will have to consider making the investment in equipment and staff to run events on the same weekend simultaneously in different parts of the country. Currently, those resources are not available as we move into a season of wash, rinse, repeat. Our goal for 2021 is to achieve a position for SCCA to be more aggressive in 2022.





## ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

Salina has a new indoor kart track!

District Eat & Play. Kind of a strange name, but the Eat & Play part covers the field. Eat: pizza, burgers, cheesesteak, tacos, nachos and other snacks plus a “full bar.” Play: arcade, gellyball (think paintball without the splat), axe throwing, “boutique” bowling, sports simulator (golf, baseball and others), free pool and cornhole.

And karts.

I tried the karts at their soft opening Dec. 19. \$10 a run (about 5 min), or \$19 for two, \$28 for three, \$85 for ten. I bought the \$85. Used two of them. Went back Jan. 11 and used one more, knocked my best lap down to 20.8, but there’s guys already on the board in the 18s.

The karts are Sodi electrics, and if you can handle it, they can be quick. The track workers can control the max speed. When I showed up with my own helmet they seemed to expect they’d let me loose. Still, when you’re coming around a turn and suddenly you get a jolt of acceleration, it’s a surprise at first. When I went out for my second run, one track worker told his compatriot to set my kart at “4,” which they tell me is the top speed number.

Nice track. It’s surprising how little space is needed to build a nice layout. This one’s located in the old Sears store in Salina’s Central Mall, with space for the all the other games and the restaurant area, plus party rooms.

I’ve been on two other indoor kart tracks, one in Omaha and two separate visits to Fastimes in Indianapolis. District is comparable.

The track is a rubberized surface, not unlike the floor of an all-weather or indoor tennis court, and the karts are electric. Fastimes (gas-powered karts then) was always cold as they had the fans going. District doesn’t need them, so it’s warm.

The track layout is a 90° right (the photo), a right-left chicane, two more fast 90° rights, a 180° right hairpin, three quick 90° lefts, another right hairpin, repeat. From the first 90 to the first hairpin is basically flat out.

They start with what essentially is a pace lap. Everybody goes out at a slow speed – if you haven’t been there before

it’s like doing a coursewalk – then when most of the field has completed the pace lap they crank it up.

Driving laps on these karts is *work*! It’s surprising how heavy the steering is and it takes some physical effort, especially at speed, to do a good lap.

Once you’re turned loose, you have to *drive* the thing! Lines, apexes and exits are important. Someone almost as fast can still give you a good race if they do good lines. You can get loose, even spin out or slide into the spring-loaded wall *HARD* – which I did twice on my first run.

Because of that, on my second run I tried to use my HANS device, but it wouldn’t work because it needs tight shoulder straps to function and the kart’s shoulder straps are inertia-reel things. It’s also a 4-point harness, no crotch strap, so it’s important to clip the belt low and tight, and then adjust the shoulders.

I did managed to drive it better on the second run, though, and kept it off the wall. When I went back I brought my helmet horsecollar. That worked well.

I looked in their loaner helmets. They’re not Snell-rated. Just D.O.T., which SCCA doesn’t consider a worthwhile standard. And you must wear a balaclava (head sock) if you use theirs. Got your own helmet? Bring it!

You can get going fast enough to need the brake in order to put together a good lap. These are not bumper cars and they discourage contact, but it’s inevitable. I did get past one guy with a bump-and-run in the fast section. He lifted, I didn’t. I also got spun out when I chased two drivers running in tandem for a couple of laps. Passing one can be a challenge, passing two moreso. I finally got by one going to the first hairpin, but the other guy came in on my nose and spun me.

I ended up pointed upstream, and then found the kart cannot turn a 180 in the width of the track. Halfway around

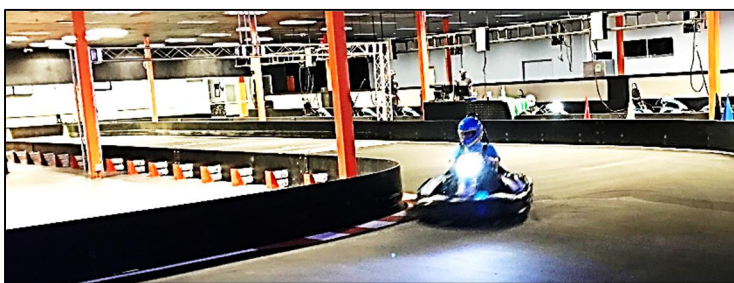
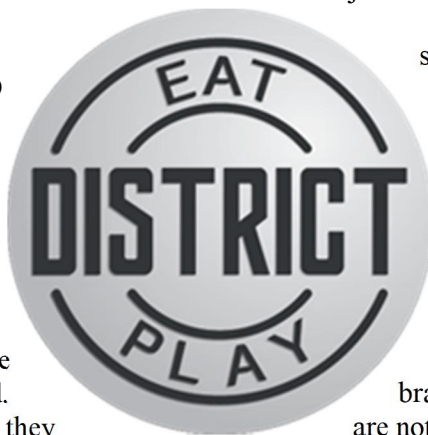
I was nose-in to the opposite wall, and a track worker had to come push me back so I could finish the turn and go.

Fastimes at Indy has an unusual 2-story setup which provided a 450° flat-out turn (five 90° corners

driven as one big circle) along the outside walls of the building. After two turns it climbed a ramp to the upper level, then ran another 270° before the downhill. A 180° left, two 90° lefts and a right hairpin, then repeat.

District asked what my best time at Fastimes was. I’m several sec off the record there. But then, Fastimes’ fastest laps are turned by Indy Car drivers!

Eventually they’ll e-mail your times. First time you go in you get a free account and sign a waiver – not at all unlike using MotorsportReg, and signing the SCCA waiver. Fun!





# MEMBERSHIP APPLICATION

Join the SCCA at <https://join.scca.com> on any mobile device or complete the form below and return with payment, to SCCA Member Services, P.O. Box 299, Topeka, KS 66601-0299. Dues include payment for monthly subscription to SportsCar magazine (\$24 value). Dues are not deductible as charitable contributions. All membership dues are non-transferable and non-refundable.

## CONTACT INFORMATION

Name \_\_\_\_\_ Birthdate \_\_\_\_\_  
 Address \_\_\_\_\_ Telephone \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 E-mail \_\_\_\_\_

## ANNUAL MEMBERSHIP DUES

- NATIONAL DUES  INDIVIDUAL MEMBERSHIP \$70.00  
 REGIONAL DUES  SALINA REGION \$15.00 (VARIES BY REGION)  
 FAMILY MEMBERSHIP – Go online to [scca.com](https://scca.com), click on “JOIN SCCA” – Dues \$90 National, \$15 Salina

*Sign up online to get an immediate Member ID and to apply credits and discounts.*

### DISCOUNTS (OFF NATIONAL DUES)

- 24 years of age or younger; eligible for \$30.00 discount until age 25.  
 Active duty or a veteran of the United States Military; eligible for 20% Discount.

The above information regarding discount qualifications will be verified and applied if appropriate.

***I hereby certify that the information above is correct. I realize any falsification may result in the loss of a discount and/or membership. By accepting membership in the SCCA and SCCA Region 110 - Salina. I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members. I will abide by the Code of Member Conduct both at SCCA-sanctioned events and away and will strive to uphold the SCCA Mission, Vision and Values and the Welcoming Environment.***

\_\_\_\_\_  
**Applicant’s Name** (Signature Required) \_\_\_\_\_  
**Date** (Required)

## PAYMENT METHOD

Cash  Check  Credit Card Amount Paid \$ \_\_\_\_\_  
 Credit Card \_\_\_\_\_ Exp. \_\_\_\_\_ CVV# \_\_\_\_\_  
 Payment Signature \_\_\_\_\_ Date \_\_\_\_\_

**Auto-Renew** I understand this credit card will be charged prior to my membership expiration date for my membership dues. Manage your SCCA Membership account at <https://my.scca.com>.

# Just Idling Around

—Abner Perney

Today's subject is my Civic life. No, I am not going to review my three terms as a Salina City Commissioner, as a Planning Commissioner and my other forays into community service (all voluntary, none court-ordered). Today, I'm recalling the Honda Civics I have known.

In the beginning, 1974, we moved to Topeka and I had a job downtown. Kathyne's car was a true classic Mommymobile, a 1972 Plymouth Fury III Suburban. Those were the last days of giving cars a full sentence worth of names. It was a Cinnamon Brown metallic color. To go with it I purchased a used 1974 Civic, also metallic brown in color, and we called them Big Brown and Little Brown. That original Civic was the first real car Honda offered in the USA. It was a good little car and trouble free until the wacky 3-barrel carburetor caused annoying balking and bucking. It was fun while it lasted, but it did eventually move on and I don't really recall what replaced it, but I think those were the years of a run of ex-Highway Patrol and KBI cars.

In the '80s Honda came out with a wagon that was tall, boxy and All Wheel Drive. It had the awkward model name, Civic Wag-O-Van. I bought one to lease to my family's Rural Mail Carrier business. It was such a great wagon – predecessor to the CRV and all of today's

compact crossovers – that I wish I still had it. It pulled over 200,000 miles of trouble-free rural route abuse and was sold to another carrier, who put another 100,000 on it. Those were such great AWD vehicles that there are some still out there today running RallyCross and winning!

In the '90s The Honda CRVs (Civic Recreational Vehicle in some folks minds) became my wife's and my sisters' favorite cars. Both my sisters still drive them, a 2016(?) and a 2020. I have driven both of them and they are still excellent small SUVs. Kathyne turned away from the CRV when the third generation no longer featured a flat floor with no console.

In recent years I have had two Civic Hybrids, an '04 and an '07. The latter was excellent in its one and only RallyCross, when I won Front Stock and was 4th of 20 cars in a Nebraska Region event.

I was aggravated in the process of closing out my dealership, as I found I would have to pay a pile of sales taxes and prior years' property taxes on unsold inventory, if I simply transferred them to myself as collectibles. And of course, you all know I'm not a good salesman, but I am an excellent procrastinator. So as the end of December neared,

I decided it would be better to take the financial hit by trading a couple of cars in on A New Car!!!

I was most interested in Mazda and Honda. Looking at Mazda, I was shocked – Shocked! I tell you – to discover that the only 3 remaining dealers in Kansas are Davis-Moore in Wichita, and Laird Noller in both Topeka and Wichita. And the most desirable car they offer to suit my quirky taste, the Miata RF, is not readily available, and is \$10,000 more than I wanted to spend. Honda, in its favor, has a dealership in Salina.

I looked online and they had a couple of Civic EX Hatchbacks, which I have admired since their introduction, and a red Honda Accord Hybrid, which is admirable for not only the color, but 48 mpg overall EPA rating. I sorta accidentally clicked on "I'm interested" on the grey Civic Hatchback and closed the computer for a long winter's nap.

The next day, a salesman called and confirmed that they would take two trade-ins. So, with a heavy heart, I went down there and before the afternoon was over traded both my 2017 Chevy Bolt and 2014 Prius Plug-in – even as last month's *Write Line* was being prepared announcing their availability – plus a fistful of dollars for a 2021 Rallye Red Civic EX Hatchback. Part of the convincing Karma that

occurred that day was that the red one had a stock number of 8005. 8/5 is my birthday and I have used 8 and 5 as my most frequent competition numbers!

This is most likely my last brand new internal combustion-only car. Also my last brand new British-built



Abner's new British-built Civic

car. I have loved Jaguars since I was 8, but I have never purchased a new one, and probably never will. But this Honda was assembled in Swindon, Wiltshire, England! Transmission made in the USA, engine from Japan. Cheap oil fueling the global economy in action! Honda has announced they will close the Swindon factory in 2021.

As usual, I did not buy the Autocross competitive model. I bought the fuel economy versatile body style model. In 309 miles it shows 37 mpg on the meter versus the EPA rating of 34. To my, and I trust your, amazement the Civic has grown from a subcompact to a large car! It seems to be slightly smaller than my Ford Fusion outside, yet on the inside, the Fusion is a Mid-Size car and the Civic Hatchback is a Large, by volume!

The wheels are the same bolt pattern and diameter as my venerable Mazda Protégé, so at least one autocross attempt seems inevitable, even with the smaller 1.5 turbo engine, and CVT transmission. And this model has higher bumper ground clearance than a Sport or R type, so a RallyCross might be in it's future, too.

Hoping for a Happy New Year to all!

—Abner, Idling on.

**SCCA Membership notes •••**

If you are a Region-of-Record member of Salina Region, the code on your mailing label (such as RR 02-21) is your expiration date.

National membership includes a "local" region of your choice. This becomes your Region of Record. Normally your RoR is the area in which you live, but it doesn't have to be. We have members who live in other Regions' territories, and some of those regions have members who live in our territory.

You may also join as many other regions as you like, paying their local dues for the purpose of winning local championship points and participating in their programs. These are "Associate" or "Dual Region" memberships (coded A or FA). Salina Region's Associate Members are fully-vested members eligible for all our championships, voting rights, region offices and other member benefits. Associate membership only means region-of-record is elsewhere.

**You must be a member to enter SCCA events. There are several different types of membership available, including Regular, Family, First Gear (under 25) and Military, plus short-term Trial (free) and Weekend (\$15) Memberships. More information is available at [www.salinascça.org](http://www.salinascça.org), [www.scca.com](http://www.scca.com), or call Salina Region membership chair Rocky Entriken at 785-827-5143 or e-mail [rocky@spitfire4.com](mailto:rocky@spitfire4.com).**

**Associate memberships •••**

• Associate Memberships in Salina Region expire concurrent with National and Region-of-Record memberships. All Associate memberships paid direct to Salina Region are notified to SCCA Membership and expire on their National expiration date. Associate members are fully-vested members of Salina Region, although their Region-of-Record is elsewhere.

• Annual dues are \$15.00 both for single memberships and for family memberships (which includes spouse).

• To become an Associate Member of Salina Region, contact SCCA Membership (call 1-800-770-2055) and ask to be included as a member in Salina Region. The Region's dues will be paid at that time and added to your renewal fees.

• Or, at renewal time, renew online and you will find an option to "Add Region." Scroll down to find Salina Region in the drop-down menu.

• If you choose to pay dues direct to Salina Region (for example, at an event), we will notify SCCA and your Salina Region membership will become part of your National membership renewal.

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