

2020 FEE FREE DAYS ON PUBLIC LANDS

Every year, land management agencies announce specific days they will waive fees to commemorate holidays and special occasions.

Check out 2020's fee-free days and start planning your next adventure!

US Forest Service: 5 free days

Jan. 20, 2020: Martin L. King, Jr. Day
Feb. 17, 2020: President's Day
June 13, 2020: National Get Outdoors Day
Sept. 26, 2020: National Public Lands Day
Nov. 11, 2020: Veterans Day

Bureau of Land Management: 5 Free Days

Jan. 20, 2020: Martin L. King Jr. Day
Feb. 17, 2020: President's Day
June 13, 2020: National Get Outdoors Day
Sept. 26, 2020: National Public Lands Day
Nov. 11, 2020: Veterans Day

National Park Service: 5 Free Days

Jan. 20, 2020: Martin L. King, Jr.
April 18, 2020: First day of National Park Week
Aug. 25, 2020: National Park Service Birthday
Sept. 26, 2020: National Public Lands Day
Nov. 11, 2020: Veterans Day



19th Annual goneMOAB.

goneMoab is excited to welcome you to the 19th annual event. May 17th the city of Moab will be flooded by a bunch of nissans, in what is recognized as one of the largest 4x4 nissan gatherings in the USA. For 6 days hundreds of 4x4 vehicles will tackle the various trails in the scenic Moab area.

As you review the trail schedule, you will notice that some of the more popular trails are available more than once. Take some time to review the trail descriptions as well as the trail requirements when choosing what trails to run.

A word of warning: Register early, to not only take advantage of the early bird pricing but to also guarantee you get the trails you want.

One of the interesting challenges that we face every year, is the matching of participants to the appropriate trail for their experience and equipment. We try to provide enough information in the pages of this magazine and on the website www.gonemoab.com to help in your planning.

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The trail descriptions and ratings descriptions can be found on the website www.gonemoab.com

After looking over the trail ratings & descriptions, you should be able to decide where you and your equipment fit into the mix. If in doubt it is usually good advice to plan on a trail rated 1 less than you might think of trying. You will probably be happier with the ultimate outcome. Trying a trail rated higher than you feel comfortable with, will not only lead to discomfort on your part, but may cause others on the trail to have an unpleasant day.

There will be goneMOAB Organizers available at registration to give more complete information to help in your trail selection. The overall goal of the process is for everyone to have a great goneMOAB experience.

ARE YOU BEING FOLLOWED ??

Our trail leaders become really weary of hearing on the CB “which way did they go?” Worse is not hearing it when there are big gaps in their string of vehicles — sometimes to the point of vehicles taking the wrong road.

The problem is so easy to avoid and so hard to recover from. The ideal way to avoid that problem is to have each driver keep track of the one behind him, especially at trail junctions. If the driver ahead will do the same, the line stays intact and the leader can be aware of breakdowns or problems soon after they happen —not when he is another mile ahead.

(There remains an obligation, of course, for all to keep moving at a reasonable pace.) When a gap does develop, it is usually possible to see which way a couple dozen vehicles went by looking for fresh tire tracks or watching for dust clouds. Finally, one of the blessings of having Citizen Band radios is the communication we can have throughout the line.

Please keep the assigned channel free for important — possibly emergency— information to be passed along. Each trail has its own channel assignment.



First - make sure you have a place to stay! Moab books up very fast for Gone, sometimes reservations are even carried over from year to year, so plan ahead and make condo, motel or campground reservations as soon as you register for the event.

Second – You Must check in with the Registration Desk before your first trail run to pick up your registration materials. The lines are long but move fast. Registration is located at the Old Spanish Trail Arena (OSTA) on Sunday 5/17/2020. If you are coming in after Sunday you can meet at the event condo unit #9A3. Remember to bring your confirmation form with you. You may need it as a reminder every day for the trails you are signed up for. Trail leaders will have packets for registered people for each days trail run.

Third - Get to where your trail lines up, preferably 1/2 hour early. (All participants will be expected to sign a Release of Liability form before embarking on each trip).

Fourth – Know where the the trail starting locations are for your trail. The trail starting locations are disbursed around town and at some more remote locations. When you arrive at the trail location, look for a sign in the windshield of your trail leader.

When is the arena open for registration?

Yes, we will admit goneMOAB can get confusing for those new to the event. Let’s take a step back and walk through what you should do after you’re registered and when you arrive in Moab.

What’s Legal in Utah?

No, we aren’t talking number of wives or lack of wine in grocery stores! In your registration process you will sign a release acknowledging that you realize your vehicle is in compliance with Utah laws for street legal vehicles. Are you curious about those requirements? You should be!! The entire safety inspection handbook can be viewed online at: highwaypatrol.utah.gov/safetyinspection/safety-inspection-quick-downloads/ Then select passenger car and light truck manual under “downloads”. We are including a summary of the section of the manual pertaining to suspension alterations here, since that is where most people have trouble with the law. Forewarned is forearmed.

1. Check that fenders cover full width of tire.
2. Check for mud flaps. (Must cover full width and top 50% of tire).
3. Check frame height. (Based on Gross Vehicle Weight Rating, GVWR).
4. Check for body lift.
5. Check for stacked blocks.
6. Check for modification of brake hoses.
7. Check headlight aim and vertical height. (Headlight height must be between 22” and 54” to center of the low beam bulb).

What do Registration Fees Pay for ?

A good part of the registration fees go to pay land use fees to the Bureau of Land Management (BLM) for use of public lands and the State of Utah for use of School Trust Lands. Our “Special Use Permit” with the BLM requires a \$5.00 fee for each person/day of use. After the event is over we provide the BLM & SITLA with the total number of vehicles that registered, the average number of people per vehicle, and the total number of vehicles that ran a trail each day during the event.

This is the reason why everyone must register, even if they are only riding along shotgun. The BLM does frequently go out and preform their own headcount on trails and cross check the numbers we turn in at the end of the event..

Breaker, Breaker. Do you have a copy?

Citizen's band radios (C.B. Radios for short) were quite the rage in the late 1970s and early to mid 1980s. These days it seems like truckers are some of the few people that still use them. Most others have abandoned them for cell phones or the small hand held walkie talkies the mass retailers sell everywhere. That's too bad, because C.B. radios fit perfectly with four wheel drive trips. In fact they are almost a "must have" for goneMOAB. We consider them so important we list a C.B. channel for every trail.

C.B.s allow our leaders to communicate with everyone on the trail that has their radio set to the correct channel. Some leaders may be bashful and only use the C.B. to communicate information on lunch and potty stops (10-100s in C.B. lingo) and to answer questions from participants. Other leaders are fountains of knowledge and use the radio to pass along all kinds of local tidbits about flora and fauna, geology and history of the area, safari information, etc.

Most leaders also use their radios to allow everyone on their trail to introduce themselves to their fellow travelers. If you aren't equipped with a radio, you are reduced to following the line and getting updates later from your buddies who have their "ears on".

A quick reminder about C.B. etiquette, if you have a radio or when you get one, we ask that you keep communications with people on the trail short and concise when on one of our Safari trails. This helps the leader and gunners move the trail along efficiently by talking to each other, and lets the leader pass information to all the trail participants in a timely manner.



TRAIL RESTRICTIONS...WHY?

You may wonder why we have special restrictions on some trail rides we offer.

The organizers think long and hard about these before we put these restrictions on any trip. Trail leaders contribute their ideas, backed up by actual experience with participants on the trails. Changing trail conditions (usually due to weather-related events) warrant new restrictions on familiar trails. Even the National Park Service and the Bureau of Land Management provide goneMOAB with some trail restrictions because of their requirements.

Trail leaders are well aware of the Event's restrictions on their trips. They are expected to enforce them.

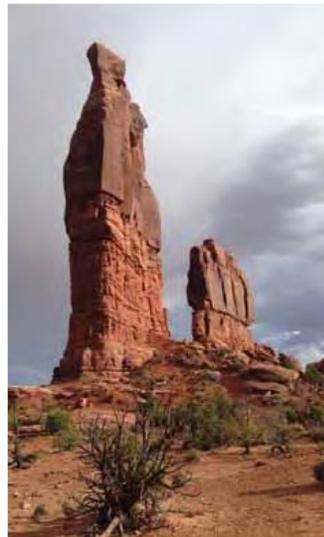
Don't abuse the messenger when he/she asks to check on your equipment. If you are bounced from a trail for inadequate equipment, whose fault is it really? Yours.

Your first reaction to a restriction may understandably be "why can't I go?" but we hope the next reaction will be "OK, I understand" after a careful review of the whole picture. The Event has to consider the safety and enjoyment of all participants on the trips.

If a trip is constantly delayed at the obstacles by a vehicle that has to try 3, 4, or 5 times (or be towed or winched) at these obstacles, a normal six-hour trip can easily become eight or nine hours. Factor in the increased chance for breakage or accident in these situations and the trip can become a nightmare for all involved.

Then what are the leaders most likely to hear from the ill-equipped vehicle? "Why didn't you tell me?" So we are telling you now, before you break something, get hurt, or before you make 20 new enemies on a trip.

Look at the restrictions as trail obstacles to be surmounted. Each new item installed on your vehicle is another obstacle to be overcome so that in the end you and others will have an enjoyable trail experience.



Gate Etiquette

Livestock grazing has been our most durable industry since this region was settled. Fences are part of the business, on public as well as private land. Fences keep the cattle in where they belong and out of where they don't belong. Most of the fences you see are on public land where they define grazing allotments. Ranchers may obtain permits to graze livestock for a fee, but permits limit the number of stock grazed and specific dates during which grazing is allowed on a particular parcel.

Gates allow other land users to pass through, but we are unlikely to know whether they should be closed or open.

The usual closed condition keeps the cattle within the boundaries of the permits, and gates left open improperly may cause ranchers not only to lose stock but also to be disciplined by the management agencies for trespassing beyond their permits.

The rule of leaving gates the way you find them is pretty well known. Your choice may be difficult, however, when it appears that the last "tourist" may not have followed the rule.

A "please close gate" sign is a pretty good clue for appropriate action, as is a carelessly dropped gate. A rancher is not likely to drop a gate in a heap, especially if the posts are in the road where they can be run over and broken. A gate that was pulled wide open and laid along the fence was surely put that way because someone really wanted it open.

Handling gates may not be our favorite pastime, but it is merely a minor annoyance (avoid major annoyances by being careful where you step!).

Canyon Country Land Use Guidelines

Each year, millions of visitors enjoy Canyon Country. The impact of so much use is threatening the area's biological and cultural resources. You can help protect this fragile and beautiful land by following these five minimum-impact practices.

1. Tread lightly when traveling and leave no trace of your camping.

Drive and ride only on roads and trails where such travel is allowed, hike only on established trails, on rock, or in washes. Camp at designated sites or, where allowed, at previously-used sites. Avoid placing tents on top of vegetation and use a camp stove instead of making a campfire. Unless signs indicate otherwise, leave gates open or closed as you find them.

Why it matters Much of this area is a desert where plants are sparse and grow very slowly. Shallow soils erode quickly when vegetation is removed or protective cryptobiotic soil crusts are destroyed. These crusts are a complex of slowly-growing, cyanobacteria, algae, mosses and

lichens that bind the soil together, retain scarce water, and provide a usable source of nitrogen for desert plants. Your tracks do matter: once plants or soil crust are damaged, they may not recover in your lifetime. Wood is a scarce resource that provides wildlife habitat and contributes to nutrient cycling. Gates help protect fragile resources.

How to help Strive to leave no trace of your outing. When driving, riding, and hiking avoid taking short cuts and traveling through cryptobiotic soils. Don't be a trail or campsite "pioneer" who leaves a new path or campsite for others to use. Select an area of bare soil for your tent. Use a camp stove rather than burning firewood. If you must have a fire use a fire pan and bring your own wood. Never cut live or standing trees.

2. Help keep Canyon Country clean.

Pack out your trash and recycle it, clean up after less thoughtful visitors and dispose of human waste properly.

Why it matters Trash, human waste and toilet paper are significant problems that can quickly become health hazards and eyesores. Food scraps and garbage can turn wildlife into problem animals. No one wants to walk or camp where someone has left trash and human waste.

How to help Make it a point to clean up campsites and day use areas during your visit. Take out all trash, including toilet paper and food scraps, and dispose of it properly through recycling centers and landfills. In some areas, campers must use developed campgrounds or utilize portable toilets at designated undeveloped sites. Where special rules don't apply, bury solid human waste in the upper few inches of soil.

3. Protect and conserve scarce desert water sources.

Camp at least 300 feet from isolated water sources to allow for wildlife access. Where possible, carry your own drinking water. Leave potholes undisturbed and wash well away from pools and springs.



OHV Reciprocity Changes Coming in 2020

The State of Utah will no longer be honoring off-highway vehicle registrations from any other states beginning on January 1, 2020.

In past years, Utah has had standing agreements with some other states to honor each other's OHV registration. This meant that visitors to Utah who had OHVs registered in states like Nevada were not required to obtain a non-resident user permit or pay a non-resident fee.

In the 2019 General Session, the Utah Legislature passed HB105 which removed this option from future use. This means that starting on January 1, 2020 visitors wanting to ride in Utah using a machine registered in another state will be required to purchase a non-resident OHV permit. These permits may be purchased in person from an approved vendor or ordered online. www.nr.utah.gov

To obtain a non-resident permit, you must provide proof of out-of-state residency and that the OHV is not owned by a Utah resident.

The Non-resident permit funds go directly back into our motorized recreational sport to help support Utah's famous OHV trails and recreation areas. The permit fees are directed toward trail construction, trail improvements, trail maintenance, OHV education, OHV facility development, and enforcement.



goneMOAB Vehicle Requirements

We wish to clarify the eligibility of different vehicles for the 2020 event..

This event is offered for full-size street legal production type four-wheel drive passenger vehicles that feature a transfer case which has a low range gear in it. Our event is designed around this type vehicle and always has been. **Our trails also usually end at a different spot than where they began, so street legality is an issue too.**

This should not in any way be viewed as a condemnation of sand rails, dune buggies, rock crawlers, motorcycles, ATVs, or UTVs. All represent a legitimate way to have fun off the pavement, and many of our members own them.

But we realize that they travel the trails at a much different pace than the full-sized four wheel vehicles.

It is the travel pace that surfaces as the most visual problem; gaps begin forming in the line as the terrain changes and people speed up or slow down to adjust to it. Once the gaps begin to grow, invariably someone misses a turn and part of the group gets lost. This results in a lot of down time while the lost group is searched for and then reunited with the trail group.

Another problem with the disparity of vehicles is the availability of adequate help in the case of a rollover or a serious "stuck". Winches are marketed for the size vehicle they are expected to be used on, and rated accordingly. A small winch on an ATV just doesn't have the pulling power and vehicle mass required to assist with the larger stuff .

What can owners of these other vehicles do if they want to attend an event? Joining or forming a club of similar vehicles is a good choice. That's how we got started!

Another choice is attending an organized event for that type of vehicle. Moab features a UTV Rally scheduled for May 12th to 16th 2020. You can find them at RallyOnTheRocks.com Another problem we frequently encounter is questions about purpose-built rockcrawling rigs. All but a couple of the trails are no challenge for these purpose-built rigs, so don't register for them. Since we do encounter them on a couple of trails, we must visit the issue. First, our initial statement stands, the trips are for street legal production type four wheel vehicles. As already mentioned, **most of our trails exit at a different point than where they enter, so it becomes difficult to get past the street legal aspect.** The Utah Highway Patrol enforces the Utah street legality situation pretty strictly, and goneMOAB time is no exception.

Please note that even if you have your vehicle licensed in another state, UTAH LAWS APPLY IN UTAH.



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
Trail Leader Meeting	Crystal Geysir	Tower Arch	Shaffer Trail/Lathrop/White Rim	Gemini Bridges Bull/Day Canyon	Cameo Cliffs
	Secret Spire	Hell Roaring Rim	Fins N Things	Dome Plateau	Fins N Things
	Offroading 101(Tip Toe thru Fins)	Seven Mile Rim	Elephant Hill	Bartlett Overlook	Seven Mile Rim
Meet & Greet BBQ	Dome Plateau	Elephant Hill	Steel Bender	Jax Trax	Porcupine Rim
	Hidden Canyon Overlook	Porcupine Rim	Hells Revenge	Flat Iron Mesa	Hells Revenge (hells gate)
Event Announcements	Poison Spider Mesa	Metal Masher	Top of the World (Reverse)	Poison Spider Mesa	Steel Bender
	Top of the World	Trifecta/PSM-GoldSpike-GoldBar	Kane Creek	Backwards Bill	Metal Masher
	TBD	TBD	TBD	TBD	TBD
Social		Dissorganized BBQ			Raffle Night

Light Green - Stock Friendly, Sliders/Skidplates not required.	Light Red - 2+ inch lift. Sliders/Skidplates, rear locker not required but recommended.
Dark Green - Stock Friendly, Sliders/Skidplates should be considered.	Dark Red - 2+ inch lift, 32" tires min 33" tires recommended, Sliders/Skidplates, rear locker, front locker recommended.
Light Blue - 1-2 Inch lift is advised Sliders/Skidplates should be considered.	Grey - 3+ inch lift, 33" tires min 35" tires recommended, Sliders/Skidplates, front and rear lockers, and spare parts required.
Dark Blue - 1-2 Inch lift Sliders/Skidplates recommended.	Black - Solid axle front and rear, Sliders/Skidplates, front and rear lockers, body damage very possible.

* Trail colors and descriptions are guidelines to help attendees make decisions when choosing trails for each day. Colors and descriptions are not based on upon drivers level of experience in off road situations and should be viewed with discretion. Some trails may be marked as a higher color rating in order to keep the trail moving and timely paced with little distribution. **Damage, accidents or breaking down can happen on any and all trails**, please be aware of this as you are in off-road/rough environment. Spare parts and tools are always advised ! (i.e. Axle Shafts, Tie rods, Spare Tire, Vehicle Jack, Etc...)

