



VOLUME: 03, ISSUE: 01

JANUARY 2009

### PICTURE OF THE MONTH



Photo Caption: Taken from Goliath Rock towards the Stone Tower

### WINTER TIME IN LYNN WOODS

#### In this months issue:

- Trail Threads
- Lynn Woods History
- Pick & Shovel Report
- President Bush's Gift to Mountain Biking
- Mountain Biking Celebrates 30 years
- Single-speed trail bikes on the rise.
- New reader sections

#### DB Quick Web Link:

- [Bare Bones News](#)
- [NE Trail Directory](#)
- [DB Media](#)
- [Industry Links](#)
- [Local Music](#)
- [Events Calendar](#)
- [Our Homepage](#)

## THE BUZZ

2009 is here and we at Dieselbikes will be stepping up our involvement by branching out into other bike related projects within the community. We have a number of club initiatives for this season and believe 2009 will be the year to get them started. First off, we have revised our monthly newsletter! Due to the number of our growing subscribers; now over 500, we are expanding our newsletter to include new topics, enhanced graphics and defining to the riding community what Dieselbikes is all about! We want to provide YOU the reader with more valued information regarding the trails we help maintain, projects we are working on and what's going on with the sport of mountain biking. Changes to our website are in the works and our new line of active apparel will be out for the spring riding season.

We have starting our 5th year of operation and its time we took this club to the next level. Be on the look out for our growing presents and feel free to ride or trail work with us anytime. We are just a group of mountain bikers that share a passion for this sport...just like YOU!

## TRAIL THREADS

### Lynn Woods: Lynn, MA

The wonderful trail system of Lynn Woods is now closed for the winter. Lynn Woods Officially closed on January 01, 2009 and will reopen on April 15, 2009. This means we have exactly 105 days or just over 14 weeks before we can illegally take our bikes back into the woods. With that said, we want to ask the mountain bike community to respect the closure when ever possible. Park Management understands that there will be offenders and hopefully damage to the trails created by these offenders will be minimal. In the past years, illegal rider ship during the closure period has reduced and this has been a positive result for the biking community.

Many mountain bikers and other recreational groups have disputed the closure period over the years. Some arguments revolve around removal of the closure period while others suggest moving the period to the spring months which will result in better protection of the trails. In either case, we as a community need to live with this requirement regardless of our own opinions. We at Dieselbikes are working with Park Management regarding these opinions, but the reality is...this matter is on the backburner for the City of Lynn and changing it would be more difficult then leaving the rule as it stands.



However, we have some good news to share! Even though Lynn Woods is closed, the far north side of the property that boards Lynnfield is still open. The trail system that is still legally open is rather small, but you can still have a few hours of fun pedaling your bike around. Unfortunately, there are no signs posted when you are entering into Lynn Woods, thus riding on closed trails. The rule of thumb would be to use the Lynnfield powerlines as your boundary limits. All the trails under and north of the powerlines are ok to ride; everything south of the powerlines is closed until April 15. Be as it may, that is what we must work with.

### Tompson St. Reservation (TSR) / Bruce & Tom's (B&T's): Gloucester, MA

Everything is quiet on the great northern front. We do not have any disturbance to report regarding the trail network. If you did not know Tompson Street is open to many recreational activities including mountain biking year round...that's right YEAR ROUND! Although New England was blanketed with 20+ inches of snow this past December, the warm 40 degree heat wave has melted quite a bit of snow to make the trails ride able once again. However, with this melting snow comes lots of water making the trails rather soft and vulnerable to erosion. If you are going out to ride this network, we ask for you to use some common sense. If you ride Tompson Street quite often, then you most likely know to avoid the soft trail sections. If you do not know the trail system that well and still want to ride, try hooking up with some area locals. You will still find plenty of group rides occurring when the weather permits.

#### *Trail Network Disclaimer –*

As always, please remember Tompson Street and B&T's trail networks spans land owned by Essex County Greenbelt and a number of private landowners. Currently mountain biking is allowed year round on Greenbelt managed property called Tompson Street Reservation (TSR) but may not be allowed on adjacent private property. We ask that you use some common sense when riding there. Stick to the main trail that you know and do not cut new lines/braids.

If you come across a change in the trail that you think is illegal, please do not change anything. Report it to [Dieselbikes](#), [Sinister Bikes](#) and or [NSNEMBA](#). We have plenty of members that ride this location and will resolve such matters to reduce any potential conflicts. There will be continuing efforts to make the network better and this will take some time to accomplish with proper land manager approval.

# LYNN WOODS TRAIL HISTORY

Does this picture look familiar?

Before you scroll your eyes through this paragraph to read the answer, look at the picture closely. Are there any features and or structures that give you a hint? If you ride Lynn Woods often, you may have already guessed the answer. The picture is what the Great Woods Entrance looking like at the turn of the 20<sup>th</sup> century. This park entrance may be better known to most mountain bikers as the Ballfield entrance just off Lynnfield Street (RT. 129).



The exact date of this picture is unknown, but based upon the City of Lynn transportation records, it places the picture to have been taken between 1905 and 1915 and quite possible during a 4<sup>th</sup> of July Celebration. If you were to stand in the same general area this picture was taken from, today you would be standing just in front of the Walden Pond water pump house. There are still a few noticeable features today that stood the test of time and land developments. First is the fireplace and chimney for the Great Woods Trolley Station. This structure stands today as a memory of its once existence. Sadly a fire destroyed the trolley station before the 1920s and with the decline of people using the trolley, the station was never rebuilt. The second feature still evident today is the large rock that is located just in front of the trolley station, but next to the left side of the last trolley (left trolley) in the above picture. This is the same large rock that contains a number of drilled holes in the side and many riders use as the first technical jump to begin the ride. A number of trees in front of the trolley station are now gone and much of the area has changed, but it is amazing these two features have remained intact for over 90 years.

The Great Woods Entrance was a meeting place for games, events and personal celebrations just as today. Many events were much larger back then, but serve the same purpose. As the picture shows, the area is filled with people attending some sort of event. At the time, the photo was most likely taken from the large band stand that overlooked Walden Pond. Overlooking Walden Pond from the field was possible at that time because the artificial earth dam was not built which raised the height of the pond. Behind the trolley station existed a chairlift who were afraid to ride the lift up to the hilltop...

[Click here to read the rest of this article](#)



Photo Caption: Great Woods Trolley Station. Owned and operated by the B.R.B. & L. Railroad. Photo taken in 1892 (Photo provided by the City of Lynn)

## PICK & SHOVEL REPORT

The 2009 winter season is upon us and this means closure for many local riding spots for the next 14-16 weeks. During this time, our trail work efforts have not slowed down. We are working hard to assembly our 2009 Trail Maintenance Series for Lynn Woods and Tompson Street Reservations. We have some big proposed plans for us to review with Land Managers and we will do our best to get them approved quickly for publication.

Our goal this year is to break new ground in trail building efforts at Tompson Street buy continuing the momentum gained from last year. Furthermore, we plan on speaking with Sinister Bikes and other private area land managers regarding use of their land for extensive trail building. Tompson Street is growing in rider ship and we want to make sure trail building and maintenance grows in parallel.

On the Lynn front, our goal this year is to finish some additional trail work that we were not able to complete last season. We also plan on installing/building some natural technical features that meet Park Management approval to increase the fun and flow factors of the current trail system. Lastly, this may be the year we get to announce the biggest trail works project for Lynn Woods...maybe even the Boston area. We will keep you posted!

2009 may be the year Dieselbikes expands out to yet another local riding spot. There are a few places in mind we believe need further assistance to better the quality of mountain biking. We will investigate the pros and cons of each location and speak with there land managers regarding Dieselbikes potential involvement.



## DB TRAIL FUNDRAISING

We at Dieselbikes want to stress the importance of supporting your local trail network. Many of us take for granted the trails we ride and the impact as a user group we have on those trails. Regardless you ride locally, or travel to ride other places, the fact remains mountain bike trails do not take care of themselves. Many individuals, groups and official organizations throughout New England repair trail damage caused by YOU the single rider.

In today's society, supporting your local trail has become more important then ever. With declining State park budgets, land development contracts and a perception of our recreational sports destroying the environment, we as a bike community must band together to support and maintain our beloved trails.

We ask all riders in the community to step up and support your local trail network. This is a rather an easy task to accomplish in two simple ways. First, volunteer for as many local and regional trail days. Second, if you cannot volunteer, donate money to such bike organizations that help maintain our trails. It is that simple! Without your support, our bike trails will disappear forever.



## IN THE NEWS

### BUSH PLAN FOR NATIONAL PARK MOUNTAIN BIKE EXPANSION UNVEILED Lame Duck Rule Opens Park Backcountry and Proposed Wilderness to Bike Trails

Washington, DC — The Interior Department today formally proposed to jettison a two-decade-old regulation that protects parks in favor of opening more backcountry trails to mountain bicycles. As a result, thousands of miles of existing national trails could be opened to bike use, according to Public Employees for Environmental Responsibility (PEER).

Assistant Interior Secretary Lyle Laverty had ordered the NPS to ease its existing mountain biking rules before President Bush, an avid mountain biker, leaves office, according to an internal document obtained by PEER. The current National Park Service (NPS) rule requires that backcountry trails may be opened to bikes only after adopting a park-specific regulation in the Federal Register, a process which allows public review and comment. The Bush Administration now proposes to require a special regulation only for bike use on yet-to-be-constructed trails. As a consequence of this change...[Click here to read the complete article](#)



### MOUNTAIN BIKING CELEBRATES ITS 30TH ANNIVERSARY

STATESVILLE, NC (BRAIN)—The sport of mountain biking is celebrating its 30th anniversary in 2009, and leading the celebration is The Museum of Mountain Bike Art & Technology, a recently opened museum that preserves and chronicles the evolution of the sport, and its personalities and products.

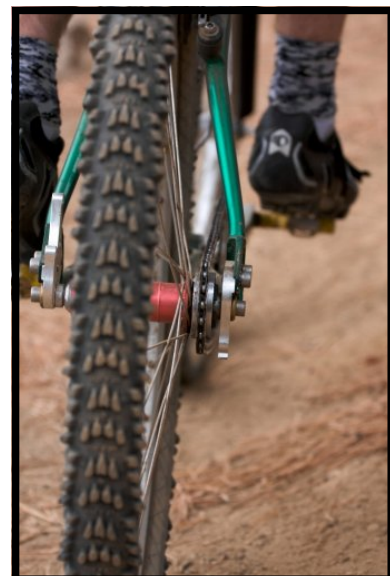
In the mid 1970s, the mountain bike sprang to life as a grassroots effort by a small group of riders in Marin County, California, who converted balloon-tired cruisers into trail bikes by removing superfluous equipment and installing knobby tires. The first purpose-built off road bikes were made in the late 1970s when the term "Mountain Bike" was first used to describe them, and the sport grew rapidly worldwide in the following years.

The original mass produced mountain bike, the Specialized Stumpjumper, arrived in stores in 1981. An example of this model now resides in the Smithsonian Institution, and a similar model is displayed at the Museum of Mountain Bike Art & Technology (MOMBAT)...[Click here to read the complete article](#)

### MOUNTAIN BIKERS GO GEARLESS WITH THEIR SINGLE-SPEED STEEDS by Matthew Preusch, The Oregonian Newspaper

BEND, Oregon -- Hipsters in too-tight pants aren't the only ones riding stripped-down bicycles these days. The trend toward back-to-the-basics bikes extends off the pavement, as evidenced by the increasing number of mountain bikers in Oregon and elsewhere on single-speed bikes. These are mountain bikes with only one gear ratio and often none of the heavy-duty suspension that's become a fixture on modern trail-riding bikes.

For those who already consider mountain biking just pedal-powered masochism, the attraction to riding without the help of gears and comfort of shocks might be hard to grasp. "I stuck with it because of the simplicity and purity of just pedaling," says Tom Letsinger, a member of the Disciples of Dirt, the Eugene mountain biking club. "There is a kind of athletic Zen state when it's just you moving down the trail without any distractions," said Letsinger, who started riding a single speed bike seven years ago...[Click here to read the complete article](#)



## ***NEW READER SECTION ON THE WAY!***

### **THE TEST REPORT**

The test report will be a new segment added to the “Up & Down” Newsletter in the coming months. This segment will provide reviews and opinions from local area riders as well as quick links to national reviews regarding products we are spotlighting.



### **TECH STOP**

The Tech Stop will be a new segment added to the “Up & Down” Newsletter in the coming months. This segment will provide information on “What To Do” and “What Not To Do” when it comes to fixing, maintaining and conducting trail repairs on your mountain bike. This information will be provided by local area riders and bicycle mechanics.



### **RIDERS COMMUNITY**

The Riders Community will be a new segment added to the “Up & Down” Newsletter in the coming months. This segment will provide our readers with additional local and national resource websites for the mountain biking junkie.



New England Mountain Bike Club

# DIESELBIKES

Est. 2004

### Who We Are:

We are just a group of riders who started a riding club to quietly get into the mountain bike industry. We do not expect anything big from this venture but to have fun doing what we love, RIDE OUR BIKES!!! Over this past year we have seen a huge following for Dieselbikes and plan on turn this hobby into a business to help support and expand New England mountain biking.

### Our Roots:

The roots of Dieselbikes starts in the City of Lynn better know as the "City of Sin." Over the past years we have added riders to our team whom brings their own unique style of riding and personality. Our local (unofficial) freeride park is none other than Lynn Woods. You will find us riding there 3 ~ 4 times a week during the biking season. Whether working our day and/or night jobs, we all find the time to make that blissful ride of downhill descends, jumps, hucks and friendly camaraderie that is only found when we RIDE OUR BIKES!!!

### Mission:

Our mission is expand, promote and create a distinct portrait of mountain biking in and around New England. We believe that New England is one of the best places to mountain bike and feel by bringing all mountain bikers together, we will create a VIBE which will help expand this sport!

Whether posting pictures, videos, local trail maps and/or scheduling biking trips, we are starting small and keeping it simple. Someday our secondary goal is to build downhill/freeride bikes and or bike components for anyone who wants bulletproof products tested on FLAT DROPS here in New England.



### Club Address

P.O. Box 724  
Lynnfield, MA 01940

### Contact Us

Email: [info@dieselbikes.com](mailto:info@dieselbikes.com)  
Website: [dieselbikes.com](http://dieselbikes.com)

VOLUME: 03, ISSUE: 01

JANUARY 2009

