

27 November 2021

Eastern Cycling Club

Newsletter

Duty Roster

Saturday 04 December
ECC Graded Scratch Races
Casey Fields 2:00 pm
John Thomson (R), Tim Crowe,
Corey Williams.

Sunday 12 December
ECC Graded Scratch Races
Bazalgette Crs, Dandenong Sth
10:00 am
Nick Tapp (R), Andrew Buchanan
(F), Craig Stannard (TC), Stuart
Bendall, Adam Hinds, Rob Amos,
Brad Jones, Bernie Evans, Kath
Simpson.

*If rostered for duty, you must be there
at least 1 hour prior to start time. If
unable to do your duty, it's your
responsibility to find a replacement,
then advise Justin van Tol:*

mincka82@gmail.com

Editor: Peter Morris

pmoz@ozemail.com.au

The club's Road Championships were held on Saturday with good racing for the few that braved the warm and blustery conditions at Yarra Glen. It was a shame the numbers were down in many groups. However, judging by the profusion of race reports, the Championship format is rightfully held in great esteem by many of us.



Turning 75-79 in 2021

M10

149	1	Richard Dobson	▼	E
150	2	Ken Bone	▼	E
148	3	Neil Cartledge	▼	E

M10: Richard Dobson bows out on top! We'll miss you Richard.

Photo: Mark Edwards



This Saturday we are back to Crits at Casey. Racing starts at 2:00 pm.



Yarra Glen, ECC Road Race Championships, 27 November

Grade	1st	2nd	3 rd
M11 Men 80-84 (2)	Keith Wade	John Eddy	-
M10 Men 75-79 (3)	Richard Dobson	Ken Bone	Neil Cartledge
M9 Men 70-74 (3)	Peter Webb	John Thomson	Tony Dalton
M8 Men 65-69 (5)	Mark Edwards	John Williams	Tony Renehan
M7 Men 60-64 (7)	Russel Newnham	Kevin King	Nick Tapp
M6 Men 55-59 (4)	Craig Stannard	Stuart Bendall	Craig Oliver
M5 Men 50-54 (7)	Alan Adams	Glenn Newnham	Dean Niclasen
M4 Men 45-49 (3)	Mark Sontag	Nathan White	Sam Curry
M3 Men 40-44 (3)	Adam Hinds	Max Kornhofer	Matt Clarke
M2 Women 35-39 (1)	Daniell van Tol	-	-
M2 Men 35-39 (1)	Justin Van Tol	-	-
M1 Men 30-34 (1)	Daniel Bishop	-	-

M9 70 - 74

By Peter Webb

At one stage I didn't think we were going to be able to have our age based club championships which would have been my only chance of snagging another medal as it was my first year in this age group and next year some seriously good riders will turn 70 (Mark Edwards). Unfortunately, due to illness, some of the eligible riders didn't turn up and there was just three of us, Tony Dalton, John Thompson and myself. We only had six laps of the Yarra Glen course to cover (we are getting

old) My plan was that because I couldn't beat Tony by just trying to drop him on the climb, (he's too strong), my only chance was to beat him and John in the sprint. We rode around for four laps with not much happening. On the way up the climb on lap five Tony decides to change up into the big ring and attack us. Unfortunately for him the chain goes over the chain ring and because he is out of the saddle and pushing hard the chain gets tangled in the cranks and comes off. I ask John to neutralise the race and wait to see if Tony can get the chain back on. But the damage to the chain and the rear derailleur is so bad Tony has to abandon the race. John and I set off again





with one and a half laps to go. As we get nearly to the turn onto King St, a rider (from a younger age group) goes past us and John mistakes him for Tony. John is incensed, believing that we had waited for Tony and now he goes flying by us. John puts in a massive push to get on his wheel and I'm trying to tell John that it's not Tony. Finally, the bell rings and John and myself go up the hill for the last time and when we get the little flat bit near the winery, I look back to see John is some thirty meters behind. I decided to sit up and wait for John. I don't want to think that this was magnanimous of me, actually I know how strong John is and if I went on my own, he could quite possibly ride back to me and I would be stuffed and he would ride past me and finish first. We rode down the finishing straight pretty much side by side and as we got to within my attack point to the finish line I changed up one gear and gave it everything I had and crossed the line before John. It was a shame that Tony was not there to contest the finish but that's racing. As a footnote, I would like to pay tribute to my friend Richard Dobson who declared that this was going to be his last race. Richard has contributed a lot to this club, from being on the committee and being a referee and one of the fiercest competitors I have ever encountered. Richard has lost the passion for racing and now enjoys riding with his wife Denise. I deliberately didn't mention Richard's retirement at the presentations because Richard is a very private man. By the way, Richard won his age group. I will continue to enjoy our regular Tuesday ride where he regularly kicks my arse.



Turning 70-74 in 2021			M9	
100	1	Peter Webb	▼	E
102	2	John Thomson	▼	E
101	3	Tony Dalton	▼	E

M9 Podium Photo: Mark Edwards

M8 65 - 69

By Mark Edwards

Dave looked at me, thought about it, and didn't much reply. He's like that. Inscrutable. We've ridden together on three continents, shared rooms, bathed naked together, he's had his hands on my buttocks, we're pretty close but still not quite tight enough to share a race plan. A couple of times I thought Dave might be in, he looked like he might be about to say something, but by the time we rolled I wasn't quite sure.

Only six laps. I can do six, usually do about nine of the allotted twelve there before being spat out from B. Six is a nice change. One done, Dave sorta rolled on the front, I wasn't sure if he was going away or taking a turn. Is this the plan? He's a diesel. Tony out back, not keen to do a turn. Tony's got a season ticket to the back seat of the bus. Fair enough. Plan B.





Top of the hill I jumped, hard as I could, more of a whimper than a bang to be fair but all I had. Flat stick down the hill, into the wind, pedalling where I usually take a rest. That's them done then! Settle in. At the top of the little hill, the intersection, Johnny's back. Damn that new bike and \$5000 wheels. That wasn't part of the plan, not mine anyway. Johnny B Goode. I know those outfits are a bit weird, silly hats, and he talks funny, has some strange opinions but I think the club should embrace everybody and more should give him a go. Johnny's a mate, a good bloke, and it would be nice to hang out together, but this is racing. Maybe later.

He goes to the front. He thinks we'll roll turns for the rest, stay away, and he'll skin me in the uphill sprint like he's done a thousand times at the Teardrop, and the Crit Champs. I reckon he's probably spent a few tickets chasing, so I let him work a bit then hit him again, full gas, along the finishing straight. I could feel the surprise and indignation as I went by. Ooh I'll cop it for this! Will I sit up and wait? Yeah nah, I'll compliment him on his fashion sense later and it will all be forgotten. Maaaate. He's almost Welsh, wrong side of the Severn tbf, but almost. I'm Gen Two from the Valleys. Down pit. Boyos. We'll do Men of Harlech later at the pub.

I settle in again, dial up 150 bpm and reckon I can hold that. Turns out I can but I'm getting slower and slower each lap. My neck hurts from swivelling. I want to do my normal sooky pullout but decide to wait til they catch me then think of an excuse. Yeah well....you know....back, legs, tyres, gears, chain, something...

Six laps seems like forever but I hang on, little ring up to the finish, get the flag, then U turn to

roll back, pick them up, ride along and encourage. About ten seconds later Johnny comes stomping up the sprint finish, whoosh whoosh, Tony not far behind, and Dave, no doubt having done a lot of the chasing, still motoring along. He might have muttered something on the line, I couldn't quite hear. If I'd known they were that close I would have dissolved. I thought I was way ahead.

Anyway, we did the podium thing, JBG shouted me a stout, then all down to the Yarra Glen pub where he bought us all a beer and coffee and pizza and chips, and never mentioned the double perfidy thing so I know all is forgiven, or maybe he's forgotten. Pretty sure our race reports will both read the same. He'll probably lead me out next time if I ask nicely.

Special mention to Richard Dobson, a couple of decades here, last race at ECC done and won, retiring a champ. Long time member, Looper, coffee rider, Bouley racer and gentleman. Committee, official, referee, helper, encourager, fierce competitor, and friend. Just don't call him Ricky. Thanks Richard and enjoy those social rides. Try to remember they are not races :-)

Thanks to all the officials and helpers, it's a good day for us veterans, well worth the long wait.

M8 65 - 69

By John Williams

Over a post-lockdown coffee a few weeks ago, Mark, resembling Albert Einstein on a bad hair day, admits "I need to get my haircut badly".

Emerging from our respective cars at 1:15 on a sunny Saturday at Yarra Glen, I see he has





done exactly what he said - he's had his haircut badly!

Okay, it's a cheap shot, but he's kicked the arse of all his peers in the cohort 1951 -56 so hard that a minor pin-prick over a bad haircut is unlikely to noticeably deflate his ego.

Of the almost 20 members eligible to compete in our age category, just 5 showed up, which is a real shame. I've said it before, the Club Champs are the most important races on our calendar. They are the only true race of merit, against the only fair handicap - Age. Whilst our GSR's are competitive and fun, unless you were riding A Grade, then a win means you were riding in the wrong grade. If you don't think you can win your age group, ride anyway as a mark of respect to the champions of your cohort, and when you get dropped, ride the course, form up *l'autobus* with other dropped riders and enjoy the carnival occasion.

Chapeau to Nick Hainal, who did exactly that. On the start-line he must have looked around and anticipated a 'hard day at the office', as the only D grader in a field of B & C graders. Nick did what Nick always does. He rides the championship races every year, and when he gets dropped he rides on to the finish. Great spirit Nick!

Having lost Nick quite early, Mark Edwards (of the bad haircut) attacked towards the top of the hill on the second lap, and quickly put 50 metres on us all. I chased hard down King St and managed to catch him just before the turn into Yarraview Rd. Looking back we had gapped the other 2 so, I decided to go past, take a turn and show I was willing to work together to consolidate our position on the two top podium steps. Big Mistake! Never trust a guy with a bad haircut! Mark hadn't read the script. He used me up for a few hundred

metres, dropped off a bit to get up a real head of steam, and catapulted past me like they were running out of free Negroni's at the finish line.

There were no free Negroni's, but by the finish line he had over 100 metres on me, and looking back I saw I had about the same on Dave McCormack and Tony Renehan (in that order).

What to do? I knew my strongest leg was up Glenview Rd, so I decided to keep going, put in a big effort up Glenview, and then re-evaluate at the top. Having given it everything up the hill, I had closed the gap on Mark, but by the turn into King St he was a speck on the horizon, and heading into his favoured part of the course. I sat up and waited for Dave to draw Tony up to me. Tony and I took a short turn each, but after Dave went to the front, Tony wouldn't come through, so for the next 2 laps Dave did all the work.

Tony has a very fast sprint. Dave has a huge engine. I can't get away from Dave, and he will always drag Tony back up to me. Tony won't take a turn and is keeping his legs fresh for the last 200. I'm okay with 3rd so long as Dave gets 2nd, but it's against my nature to hand it on a plate to a pesky sprinter. Trouble is, I'm seriously doubting whether I can beat Tony myself, let alone get Dave on to the podium. Tony has sat on me and sprinted past me a couple of times now, so I'm not falling for that again. So sorry Dave, all I can do is sit on your wheel and see what opportunities occur.

Last time up Glenview I attack hard on the hill. Dave is expecting it and responds well but I am going full bore. At the King St turn I have 30 – 40 metres, so I go full blast to give myself a bit more contingency for the finish straight. Right into Yarraview for the last time and they





have closed on me. I'm not gunna make it. Sit up now, and see if I can recover before the sprint. Dave thinks I'm blown and goes past, and I jump on. Damn! I should have let Tony through as well, but he now has prime spot at the back. I drop off Dave to entice Tony through, but he's not having any of it. Now I'm missing out on the draft from Dave, but Tony's still getting a ride from me. I can't let Tony go first - he's too quick for me to catch and get past him. So I suddenly decide I must go with a long range sprint, and just hope I can outlast them both. It works. I cross the line still pedalling hard, and nobody has come past me. Tony, predictably gets third.

Congratulations to Mark Edwards on a dominating victory and take a bow Dave McCormack, my Hero for the Day!

Thanks to Tony Curulli and all the officials who sacrificed their medal chances to provide us with a safe riding environment, and special thanks to Shelly, by all accounts the only numerate one on lap counting 😊



Turning 65-69 in 2021 M8

1	Mark Edwards	▼	E
2	John Williams	▼	E
3	Tony Renehan	▼	E
4	David McCormack	▼	E
5	Nick Hainal	▼	E

M8's King Coiffure assumes top step.

M8 65 - 69 – Apology

By David McCormack

I would like to apologise to the committee and members of ECC for dropping the “F” bomb as I crossed the finish line on Saturday.

I was a little frustrated at the time, not that that is an excuse.

M7 60 – 64

By Nick Tapp

It was strange, the club champs being our first road race in ages. But felt good to be lining up in the gravel at Yarra Glen again. A few faces missing – gone up a category or just not there. A few of the usuals, the fellow travellers through the age groups – Rob Amos and Kevin King, to name two. And some new ones, not seen in an age group race since we were all a level younger. Russell Newnham, for example – hmm, that spelt hard work.

Nine laps to survive, question marks everywhere. What was everyone's form like? What was *my* form like? How would Steve Duke and Michael Lillycrapp go – I hadn't raced against Michael in ages, or Steve ever. What shenanigans did Pete have planned? What about the headwind down King Street – what effect would that have?

We passed some clusters of dropped younger riders quite early – strong riders, too – so somebody in the group obviously had decent legs. Russell and Kevin soon emerged as the ones with form. I came through and did a sole turn past the finish line early on, and others used their power and weight to lead down King Street, but for most of the race those two circulated on the front. In any case, by about halfway there was only me and them. Rob had struggled for a few laps to hang on up the hill





and just managed to get back in touch before it came around again, but then he was gone. For the rest, I don't know at what point we parted company.

Kevin rode like someone on a mission, driving hard through the tight corner every lap and almost always first up the hill. Russell didn't seem quite his dynamic self, but I'm not so completely naive as to take that at face value. The bell went a lap early, and we all knew it. Debated what to do, and decided we would race as directed. Come the sprint, the result was predictable – to me at any rate. Russell was too quick for Kevin, though not by much, while I was happy to settle for a distant 3rd. Well done, you two, and to Rob and the others. Thanks to all the vols.

M5 50 – 54

By Glenn Newnham

A pretty good field in 50 to 55 male. Webster, Firth, Peters, Steve White, Dean Nicholson, Alan Adams and myself (I hope I didn't miss anyone). The talk as we cruised around on the first lap was that we'd try to stay together, take it a little easy for a few laps and then see how the latter part of the race panned out. After we passed the start finish line Dean Nicholson rolled off the front. It was obvious to me what he was doing; trying to give himself a bit of a gap on the hill so that he wasn't swamped by the light weights. Everyone seemed happy with that, but when we ascended the hill Steve White jumped across to Dean. They had about 20 metres and didn't look like too much of a concern to me, but the gap was growing, mainly because the group behind were taking it easy. Alan must have been feeling uncomfortable with the gap, or just bored, so he attacked the group at the top of the hill. Luckily, I was in a good position at the front of the group and latched onto his wheel.

As we reached Dean and Steve, we gave them a yell and we were away as a group of four, and not half a lap into the nine-lap race. Alan is not someone who knows how to ride slowly and everyone was happy to share a turn so we built a big gap very quickly. The next time up the hill Dean was gapped and then gone. The three of us continued to share turns and were travelling at a good pace. I think we lapped Perry, Paul and Paul at around half race distance. True to their word they looked like they were taking it at a social pace and gave us a jeer as we passed.

With two and half to go as we approached the hill Alan had a small gap on Steve and me. He turned around as if to say goodbye and he was off. Steve and I continued to swap turns, keeping a good pace but still losing time on Alan. As we crossed the line going into the last lap Steve's rear tyre



Turning 60-64 in 2021			M7	
36	1	Russell Newnham	▼	E
34	2	Kevin King	▼	E
32	3	Nick Tapp	▼	E
33	4	Steve Duke	▼	E
37	5	Rob Amos	▼	E
31	6	Michael Lillycrapp	▼	E
35	7	Peter Shanahan	▼	E

M7 Podium: Russ, Kev & Nick get it done. Photo: M. Edwards





blew out in spectacular style. It was loud enough to scare me and such a pity as he'd ridden so well. I gave him a pat on the back, said 'well done' and finished off the race myself for second. Alan was well out of sight and secured a well-deserved club champion title.

Dean had ridden the whole race from lap two by himself and took third. Surprisingly, Steve had continued on his blown-out tyre to finish the race, only being overtaken by Dean just before the line. A tough break for Steve but also a well-deserved podium for Dean after his long ITT.

because I was quite literally in the middle of the three competitors for 8 out the 9 laps on Saturday.

On the line were Mark Sontag (yours truly), Sam Curry and Nathan White.

The pre-race favourite was the A grade stalwart Nathan who is looking very fit and looks like a bantam weight fighter. Mark and Sam have known each other for years and were looking forward to reacquainting themselves on the road.

It was a pretty sedate first lap with all three seeing out the mandatory neutral phase, gradually increasing the pace and finding where the gradients and winds might favour them most.

On the second lap the 50 – 54 steam train rolled by with a couple of club's favourite sons in it and Nathan got a bit excited by a bit of fellow A grade pace.

On the back straight up that slavish and leg sapping gradient Nathan paced (not drafted) with the passing group and managed to open up about a 20 – 30 metre lead.

I sensed that I needed to keep in touch and lifted my pace but was unable to bridge the gap while not letting Nathan get completely away.

The increase in pace was too much for Sam who was forced to tough it out solo at the back.

Laps 3, 4, 5 and 6 were pretty much a carbon copy of each other. Nathan was pulling away by about 30 – 40 metres per lap. I was able to gauge this each time he turned right into King St and fly down the hill, ironically in a stiff headwind. I was able to match my relative



Turning 50-54 in 2021			M5	
4	1	Alan Adams	▼	E
7	2	Glenn Newnham	▼	E
3	3	Dean Niclasen	▼	E
2	4	Perry Peters	▼	E
5	5	Paul Firth	▼	E
6		Steve White	▼	E
8		Paul Webster	▼	E

M5 Podium

Photo: Mark Edwards

M4 45 - 49

By Mark Sontag

I think I am the only one who can give a true commentary for the 45 – 49 age group





position to a driveway to a property on the right side of the road.

I vowed to remain at or just under threshold in an effort to keep him in sight and that's when I saw my opportunity.

Climbing to the lap 6 finish line in a consistent cross wind, Nathan turned and looked back to see where I was for the first of many times for the remainder of the race.

I was about 200 metre behind, but I sensed that I might be in with a shot and maintained my effort. On the next two laps it became obvious that Nathan was fading a little and I really did have a shot of catching him.

In my mind it was remote, but still a possibility. As we went past the start/finish line at the bell I knew I could catch him but didn't want to use all my petrol tickets early and have nothing left to get by him. I was in two minds. Do I do the Matt Hayman, slowly reel him in, and then explosively try and put him to bed, or do I leave him out there to work alone and draw confidence from him looking back constantly?

I chose to leave him out there until we hit the downhill on King Street on the last lap, and I drew level.

Being the perfect shape to provide optimum drafting conditions I was not about to try and ride off him there. It was 'possum' until we hit the home straight corner and the games began.

I took the front position and immediately tested Nathan's strength by kicking slightly but he responded immediately. I sat up.

I cruised with Nathan sitting on my right flank until about 500 metres to go. I started to force him right and then sharply dove left with acceleration to try and avoid giving him the

draft advantage. He responded well twice to this tactic, so I decided to bide my time and completely change tactics. I waited until less than 200 metres to go and had it in my head that Nathan had been looking back for 3 laps and that I had consistently been stronger over the back end of the 45 km. I had not spent everything I had in me and perhaps that would help me to sprint around him when he went.

Then bang!! (at about 150 metres), he was out by 2 metres and I had to get the cranks churning. He dove left, I chased and to my surprise started to gain. The finish line was about 75 metres away and I was coming up on his right.

I drew alongside and to his credit Nathan literally tried to jump on his pedal to keep going but then uttered a very sportsman like, "...Nah, you got me" as I went by with about 20 metres to spare and just enough time to enjoy the win with fist bump on the thigh.

It was a very pleasing result for me personally because it would have been very easy to sit up and roll around for second place. I set my mind with the task of keeping my chances alive by hanging in there and it paid off. It felt so good and that I had snagged one that I probably shouldn't have through sheer perseverance.

Thanks to all the officials and marshals who make racing possible. You certainly made my day.





Turning 45-49 in 2021				M4
93	1	Mark Sontag	▼	E
11	2	Nathan White	▼	E
94	3	Sam Curry	▼	E

M4 Podium (Nathan absent)

Photo: Mark Edwards

M3 40 - 44

By Adam Hinds

Last Saturday we were greeted with warmer than normal weather so was always going to be a tough nine lap circuit of Yarra Glen. Due to lower numbers, we were paired with a couple of other age groups and the 5 of us went off for a 40 kilometre race. After the tough first seven laps, it was down to just Max and myself to battle it out for the win – Max,

using his ironman endurance took off at the top of the course and had a nice lead coming into the last 500 metres. But somehow I was fresh enough to push over the top for a sprint finish. It was a really hard-fought race, in conditions that we were not used to and can only hope next year we can have more riders get behind the event.



Turning 40-44 in 2021				M3
61	1	Adam Hinds	▼	E
63	2	Max Kornhofer	▼	E
62	3	Matt Clarke	▼	E

M3 Podium (Matt Abscent)

Photo: Mark Edwards





METEC, CCW Summer Series, 30 November

Grade	1st	2nd	3 rd	4 th
A Grade (9)	D Bishop	JP Leclercq	N White	K King
B Grade (19)	C Williams	G Greenhalgh	M Leonard	K Skordilis
C Grade (18)	D O'Hara	D Brown	S Duke	D Thompson
D Grade (7)	G Harvey	K Lewis	K wade	-

Wednesday criterium at the Loop, Yarra Boulevard, 01 December

Grade	1st	2nd	3 rd	4 th
A Grade (6)	G Harvey	R Newnham	B May	-
B Grade (9)	C Harvey	V Usatoff	D Rooke	-
C Grade (10)	D Page	P Mitchell	M Muscat	-
D Grade (3)	M Armour	D Drew	K Gigante	-

News etc.

*****Call for Traffic Controllers*****

We need more traffic controllers to run open road races. Without TCs we can not safely and legally race on open roads. If you are interested in completing a TC course please contact Andrew Buchanan tiptop2@optusnet.com.au

EntryBoss – Reminder for Members

This is a reminder for clubs using EntryBoss – please make sure members are changing their Membership details from any previous legacy membership number (that is not in use). To their AusCycling (AC) membership number. If a member is having trouble changing their details in EntryBoss they can contact support@entryboss.cc

Members can find their membership number:

In their confirmation email on the top right hand side.





Once a member downloads their digital membership cards.

Croydon Cycleworks Summer Series

Here's the prize list. Thanks Dave and CCW for your generous support!



Summer Series Prize List

1st	Kickr Core	\$1,249
2nd	CCW kit	\$350
3rd	Shimano RC5	\$250
4th	100% Sunglasses	\$220
5th	Pirelli Tyre Pack	\$200
6th	CCW Free Service	\$150
7th	Muc-off cleaning pack	\$100
8th	Road Tube Pack	\$60
9th	CCW Gift Voucher	\$50
10th	CCW Gift Voucher	\$25





ECC YouTube Channel

Thanks to Mark Edwards, your club now has a YouTube channel. We are looking for usable footage from members to upload, on or off the bike, old or new.

- * Please subscribe, we need 100 subscribers to get our own channel name
- * Channel link is: youtube.com/channel/UCaBg6iyx_22APIW3tiEG_BQ
- * Looking for volunteers to help Mark Edwards, to create some member videos for keepsake

Future events

Eastern CC events

Please refer to page 1 of this newsletter, or go to <https://easterncycling.com/event-calendar/>

Note: Graded scratch race entries are accepted ahead of time on Entry Boss

<https://entryboss.cc/calendar/ecc>. Handicap entries close the Tuesday or Wednesday before the race, as advertised. Riders who enter a handicap *must* pay the entry fee regardless of whether they participate. No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted to the handicapper via email or TeamApp, or on any race day before the event.

Wednesday racing at the Teardrop/Loop is still cash on the day with registration closing at 10:00 am and a start time of 10:15 am. Cost is \$4 in coins or a \$5 note. No change is offered due to ECC Covid-Safe procedures.

Northern CC events

For details, go to northerncycling.com.au. Please note that Northern road races start at 10 am on Sunday; start time for criterium races at National Boulevard is 9 am.



ECC Sponsors



CROYDON
CYCLEWORKS

The logo for Croydon Cycleworks features the brand name in a bold, italicized, sans-serif font. The text is white with a black outline and is set against a red oval background. This oval is centered on a horizontal band consisting of a yellow line above and below the red oval, all set against a dark background.

TOY
BRICKS

The logo for Toy Bricks features the word "TOY" in a large, bold, yellow font with a blue outline, positioned above the word "BRICKS" in a similar bold, black font with a yellow outline. The text is set against a red background that resembles a brick.

ORIGINAL
ENGINES CO

The logo for Original Engines Co is enclosed in a black hexagonal border. The word "ORIGINAL" is in a large, bold, black font, and "ENGINES CO" is in a smaller, bold, red font below it. There are three horizontal lines on either side of "ENGINES CO".

ENGINE REMANUFACTURING

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eastern
CYCLING CLUB

The logo for the Eastern Cycling Club features a stylized graphic of three blue and green mountains with a white cyclist silhouette. Below the graphic, the word "eastern" is in a bold, green, italicized font, and "CYCLING CLUB" is in a bold, white, sans-serif font, all set against a dark blue background.