LEVC answers your TXe questions

Taxi Age Limit Cut Plan “Unacceptable”

TfL wipes £150m off cab values overnight

INSIDE

FUNDRAISING APPEAL: p2
MECHANIC KILLED IN HEAD-ON NYE CRASH
Mechanic Killed in Head-on NYE Crash

FUNDRAISING APPEAL

A father-of-two killed in a horrific head-on crash was a popular taxi mechanic who had worked in the trade for many years.

Rusit Ataoglu, 40, died when the vehicle he was driving on the A13 was struck by a car being driven on the wrong side of the road on New Year’s Eve.

The woman in the other car was also killed in the accident near Dagenham at 1.45am.

Friends and family have paid tribute to Mr Ataoglu and the taxi trade has launched an appeal to raise funds to support his wife and children.

His mother-in-law shared a video of Rusit on social media and described his family as “heartbroken.”

Atiye Etherington launched the appeal at the request of a number of taxi fleets, said: “Although the man was not a black cab driver, he has been in the industry for many years and has worked with many cab drivers in many garages.

“The tragic death has devastated the family. His wife and two young children are distraught. The kind messages and condolences have been heart-warming.

“Many people and cab drivers have suggested raising money for the family at this sad time therefore we thought it would be a good idea to create this crowdfunding page.”

It is believed Mr Ataoglu was a relation of Fikri Ataoglu – Minister of Tourism and Environment for the Northern Cypriot government.

Police were called to the Witch’s Hat junction of the A13 in Dagenham at 1.45am on Monday, December 31, to reports of a car traveling the wrong way down the carriageway.

Shortly afterwards, the car was involved in a collision with a taxi heading in the opposite direction.

The road was closed for several hours while emergency services were at the scene.

To donate visit the website www.justgiving.com/crowdfunding/atiye-etherington

NEWS IN BRIEF

Brussels Bans Uber

Uber services have been outlawed in Brussels, with fines for breaching the ban set at 10,000 euros.

A court order was issued on December 18 which allows only drivers with a Brussels taxi licence and a lamp light on the roof to operate in the Belgian capital.

The move is designed to clarify a decision originally made in 2015, which ordered the US-based company to close its low-cost service with unprofessional drivers, Uberpop, in Brussels while the more expensive UberX service remained unaffected.

The latest order affects all Uber services and was made by a Dutch speaking commercial court – the French-speaking side is still considering the case.

Meanwhile, a local taxi firm blames Uber for interpreting the 2015 court decision in its own way to continue operations.

Uber says the move has no immediate effect on its activities, according to the company’s lawyer in Belgium.

Having trouble getting a Mortgage?
We’ve got the knowledge.
Equity Release • Mortgage Advice • Protection

At Allan Reece Associates LLP, we work with the country’s leading mortgage lenders to find the right solution for you.

For over 25 years we have arranged mortgages for licensed London taxi drivers. Call today to speak to one of our specialist team and find out how we can help you.
Happy New Year to all TAXI readers! I hope you’ve all had good Christmases, despite Mayor Sadiq Khan’s shock announcement the week before on reducing taxi age limits.

We were appalled that the trade wasn’t even consulted prior to the announcement and even now details are still scarce on how it would be implemented and nowhere have we seen a cost impact assessment! The initial press releases refer to a “phased reduction” from 15 years to 12 years starting in 2022 but give no information beyond that. Our initial enquiries received a blanket response of “the detail will be in the consultation.”

This is simply not good enough. As a result of the announcement there has been a significant fall in the second-hand price of virtually all cabs. Initial estimates suggest around £150 million has been wiped off the value of London taxis at the expense of their owners. Almost overnight the pre-owned market stagnated as potential buyers hesitated at buying a cab that will almost certainly be worth less if the proposals go ahead (see The Cab You Drive, P12).

What happens now will depend on what actually appears in the consultation, the number and shape of the responses and the mayor’s final decision.

 Ahead of this, the LTDA has already submitted a plethora of Freedom of Information (FOIs) requests to try and discover what information was used to support the creation of the proposal. I have also managed to get a meeting scheduled with the Deputy Mayor for Air Quality, Shirley Rodrigues, and have requested meetings with the Deputy Mayor for Business, Rajesh Agrawal, and the mayor himself.

Once we receive the data on pollution figures that TfL will be relying on to support their proposals, we will once again instruct specialist scientists to review the information and prepare their own evaluations. This is exactly what we did in 2012, when we successfully defeated the previous mayor’s plans to reduce the age limit to 10 years.

The press release also failed to mention that the mayor has drastically cut the £42 million he announced last year to help cabbies switch to the new electric taxi. We have been saying that this pot of money isn’t enough to achieve his objective of 9,000 electric cabs on the roads, but it has now dropped mysteriously to just £18 million. We’ll be asking City Hall some difficult questions around why they’re doing next to nothing to help drivers buy new electric cabs. The trade knows more than any other group how important it is to improve London’s air quality. We’re the ones who sit in fumes all day! But it’s completely unacceptable to ban us from using older vehicles, the ones they forced us to buy, when it’s not affordable to buy newer, cleaner ones and when we still don’t have enough rapid charging points to allow us to charge up new electric cabs.

Minicab Congestion Charge

In better news, the mayor also announced that PHVs will now have to pay the Congestion Charge, while taxis will remain exempt. This is something the LTDA has long campaigned for. This charge should help to stem the huge increase in PHVs clogging London’s roads, while ensuring that black cabs can continue to provide fully-accessible public transport at an affordable rate for Londoners who rely on us.

Sexual Assault Statistics

Finally, just before Christmas TfL slipped out its latest statistics on sexual offences relating to taxi and PHV journeys. In 2017, there were 24 sexual offences where a driver has been charged, and you won’t be surprised to read that all those charged were PHV drivers. We pride ourselves in getting our passengers home safely, and this year we’ll keep up the pressure on TfL to do more to protect Londoners.

Steve McNamara is the LTDA’s General Secretary

The mayor’s age limit proposals are damaging and wrong and we will fight them tooth and nail.

AN AGE LIMIT CUT IS UNACCEPTABLE

Steve McNamara
ELECTRIC TAXI

The LTDA’s Paul Brennan visited LEVC’s factory, formerly known as the London Taxi Company, to get the lowdown on the new TX electric taxi. Here, Will Barber from the LEVC, answers driver’s questions.

Q: You’ve now sold 1,000 TXe Taxis in London, what’s the feedback you’ve received from drivers?
A: While no roll out of new vehicles is perfect, we’ve been pleased with the response from customers and passengers to date. Even in winter, customers are reporting significant fuel savings and one driver told us he’s able to work fewer hours because of the fuel savings. That said, we’re committed to continuous development of this vehicle and are working on a number of improvements to the vehicle following customer feedback.

Q: All new vehicles have teething problems, what issues have you had with the TXe?
A: The biggest challenge has been to bring online a new team, new factory, new IT systems and new supply chain. This meant that we couldn’t get vehicles out to customers as quickly as we had hoped at the start of the year – and we would like to apologise again to those who were kept waiting.

However, we are now operating at near full capacity and wait times for vehicles are now just a matter of weeks. Of the 1,000+ vehicles now on the road, 600 were delivered in the last three months – which shows just how much the pace has picked up.

Q: Has there been an issue with hinges?
A: Following feedback from drivers, we have changed our manufacturing processes to ensure better alignment of the hinges and have already begun attaching the rear doors using different fixings. We are also working on a revised hinge design which provides great kerb clearance, and which is compatible with all current vehicles. This will be introduced in the new year.

Q: When will you change the design of the hire light so it doesn’t appear as if you’re for hire when you are not?
A: In our preview sessions in the autumn of 2017, drivers raised concerns that the light wasn’t bright enough – but we seem to have gone too far the other way! We have been working hard on a modification to the roof sign with the aim of ensuring a clearer distinction between on and off in all lighting and weather conditions. Following successful initial test samples, we currently have two new light options on test with a number of drivers in London and will look to introduce the new design when we are happy with their feedback.

Q: When will you change the design of the wing mirrors to give us a much better field of vision?
A: The wing mirrors were designed in-line with all relevant legal and safety regulations. They are more comparable with passenger car door mirrors than those fitted to larger commercial vehicles and this helps reduce the overall width of TX. Though we are aware some drivers like to place additional convex ‘blind spot’ mirrors onto the glass, the visual distortion caused by these devices means they do not meet the legal requirements for new vehicles. However, following customer feedback, we are working with the supplier to increase the angle of adjustment available – as this should help drivers, particularly those over six feet tall, find a mirror position that works better for them.

Q: How much will a new battery pack be, and is it necessary to charge the TXe to 100% to maintain battery health?
A: The vehicle has been tested to withstand 9,000 rapid charges before capacity drops below 75%. 9,000 days is equivalent to 25 years – and we’re currently offering an unlimited mileage five-year guarantee on the battery, which protects drivers during their finance period. Prices for batteries and the technology itself is changing quickly, so we can’t predict what the price of a new battery will be in four to five years. It’s not necessary to charge the battery to 100% - and given that it takes much longer to get the battery from 90% to 100%, it’s probably not a good use of time when on the road.

Q: For many drivers the initial price of the vehicle is very high and promises of future fuel savings are fine on paper, but as yet unproven. So, what is LEVC doing to bring down the initial cost to drivers, perhaps by obtaining further grants, and secondly offering alternative PCP or HP deals or seeking to get the VAT element removed, as it is with other wheelchair accessible vehicles?
A: Customers who have been operating the vehicle for an extended period are reporting significant fuel savings – even when having to operate on petrol. However, like all electric vehicles upfront cost is high – and the focus of our engineering team is on working with suppliers to reduce costs.

We are also working with local authorities to create more support schemes for drivers – the recent LoCase and LowCarb grants are a good example. We have also successfully lobbied TfL to increase the level of delicensing payments for drivers – meaning that a driver could now get £10,000 to take their diesel cab off the road in London.

Unfortunately, VAT reductions count as state aid – and we need to find other, compliant ways for governments to support drivers. Coventry council’s model of paying insurance and licensing costs is a model that we’re pushing for more councils to adopt.

In terms of finance, whilst we only advertise the five-year plan, we have a variety of finance deals available and would encourage drivers to speak with dealers about their options. For example, we are working with Octopus Investments on a flexible payment model which is spread over seven years which may be more suitable for some drivers.

Q: What research was carried out into the size and positioning of the battery pack when you consider drivers will be sat on top of it for many hours?
A: The TXe has also been independently...
Q: Will the media console gain the – but at the 50Kwh speed. The vehicle will still charge at these new points on the road, if they are low on charge. Our demanding duty cycles to quickly get back most cost-effective way for drivers with that a petrol range extender remains the out of 150kw chargers currently means charging and the limited planned roll-
The current high cost of ultra-rapid reduce the cost of the vehicle for customers.

Q: Will the present working TXe have protecting even if the worst should happen. from the battery – meaning that it is protected from crashes by using additional aluminium to channel crash energy away the driver’s compartment was 2.6% of the vehicle. The measurement inside the road” while radiation of different types is measured in more than 60 areas inside the magnetic fields.

Q: What would you say to the critics an extra. be willing to pay to have this technology as LTDA members how much drivers would It would be interesting to know from per vehicle cost for smaller manufacturers. technology currently create a considerable

Q: How does LEVC support the London Taxi trade?
We support the cab trade in a variety of ways – for example lobbying for grants and support regimes to be created for the trade and were very successful in our campaign to get the Treasury to remove a VED premium on electric taxis. We are also mindful of the future of the trade and have undertaken media outreach to promote the cab trade at home and overseas. We are also supporters of the Taxi All-Party Parliamentary Group and are a headline sponsor of the Magical Taxi Tour – which takes 100 deserving children to Paris every year.

A: Our current engineering priority is to reduce the cost of the vehicle for customers. The current high cost of ultra-rapid charging and the limited planned roll-out of 150kw chargers currently means that a petrol range extender remains the most cost-effective way for drivers with demanding duty cycles to quickly get back on the road, if they are low on charge. Our vehicle will still charge at these new points – but at the 50Kwh speed.

Q: Will the media console gain the same functionality as enjoyed with Volvo cars i.e. Appleplay, mirroring etc?
A: The high licensing costs of this technology currently create a considerable per vehicle cost for smaller manufacturers. It would be interesting to know from LTDA members how much drivers would be willing to pay to have this technology as an extra.

Q: What would you say to the critics that say the interior fit and finish isn’t representative of a vehicle with a R.R.P of £63k?
A: Comparing this vehicle with a passenger saloon car is not a fair comparison – an ordinary car has a much easier life than a taxi (most also can’t accommodate a wheelchair or six passengers). You will have hundreds of people jumping into the back of your cab every week – passenger cars are not designed to meet that kind of durability criteria and you can see how quickly cars used for private hire age. Rather than go for a luxury finish, which would be easily damaged and expensive to replace, we have sought to deliver durable, cleanable materials that will last the life of the cab.

Q: When do you expect to have a longer-range battery ready to come to the market and what range are you aiming for, and will these extended range batteries be easily retrofitted to the earlier models?
A: The current TIL regulation allows any vehicle with a real-world range of 20 miles to be classed as an electric taxi. This poses a significant regulatory risk to LEVC as we could be undercut on price by an interior product. As such, our current focus is on how we reduce the cost of the current vehicle to make it more affordable for drivers – rather than just pushing for more expensive longer-range batteries

Q: Why the price rise and withdrawal of free servicing during these challenging times for drivers?
A: Unfortunately, although we’ve been working to reduce the cost of the vehicle, the world has not been standing still. The price of aluminium has gone up hugely over the past year – and other parts are more costly because of a dip in the pound against the dollar. We have tried to protect customers from these changes for the past year and have sought to reduce the increase. Whilst we are removing free servicing, we are going to introduce service plans at the start of 2019, which we believe will be highly affordable for drivers.

Q: The charging infrastructure in London is woefully inadequate with queues for chargers not uncommon. Whilst the charging infrastructure isn’t down to you can tell us what LEVC is doing to highlight/resolve this issue?
This has always been a worry for us, and for that reason we went for a petrol range extender – we simply don’t believe that the current infrastructure will support a pure electric vehicle at this stage. However, we are working with all charging providers to increase infrastructure for drivers and negotiate beneficial rates for drivers – such as the schemes we have set up with Source London and ESB.

Your tax worries sorted for just £30* per month

We’re Drivertax, the taxi drivers’ accountant and tax specialists with more than 25 years serving the trade.

Work with us in the way YOU want to work – we’re here to help

› Help with your records, sheets, bookkeeping and tax
› Offer you the choice of online bookkeeping or forms and sheets
› Prepare a tax return on your behalf
› Give you FREE advice and support
› Deal with any tax problems
› Provide a fixed-fee *no added extras* service
› Friendly, personal service

Call Jason, for a no obligation CHAT on 020 8529 2600 or TEXT 07866 428 600 and we’ll get back to you. EMAIL jason@drivertax.co.uk

Your tax worries solved for just £30 per month

We’re Drivertax, the taxi drivers’ accountant and tax specialists with more than 25 years serving the trade.

Work with us in the way YOU want to work – we’re here to help

› Help with your records, sheets, bookkeeping and tax
› Offer you the choice of online bookkeeping or forms and sheets
› Prepare a tax return on your behalf
› Give you FREE advice and support
› Deal with any tax problems
› Provide a fixed-fee *no added extras* service
› Friendly, personal service

Unit 6, Buckingham Court, Rectory Lane, Loughton, Essex IG10 2QZ
www.drivertax.co.uk

*Cost for individual tax return. Total annual cost £340 including VAT."
The LTDA took the trade’s objections to transport users in Tooley Street urging them to make a stand

FIGHTING TOOLEY STREET TAXI BAN

STREETS AHEAD

Following the recent trade demonstrations over the ridiculous Tooley Street plans, the vociferous lycra lobby stepped up their support for the plans, producing and handing out hundreds of leaflets to people in and around the area. To counter this, the LTDA produced a postage paid booklet and handed them out over 10 days, highlighting the damage a taxi ban would do to the trade and the affect it would have on our customers. We urged them to take part in the consultation and support taxis maintaining access to Tooley Street. The response was very good and many people understood where we were coming from.

We made clear that we are not opposed to Mayor Sadiq Khan’s efforts to clean up London’s air and are in fact leading the way, with all new taxis registered being Zero Emission Capable (ZEC).

We pointed out that not only would including taxis in a traffic ban cause major disruption to the trade and its customers in general but it would come down particularly hard on people of limited mobility, who rely on step free access at London Bridge to get around more easily.

If they went ahead in the current form, the proposals would also result in increased journey times and higher fares for people travelling to More London or Guy’s Hospital. They would also increase congestion and pollution in the surrounding areas, which is surely the opposite of the desired effect. We are confident that Transport for London will see the light and allows taxis to access Tooley Street, along with cycles and buses, but we have to wait and see when the results are issued later in the year.

We have also responded to the consultation at length, including the following (edited) points…

The importance of licensed taxis as a means of public transport

The mayor’s Taxi and Private Hire Action Plan, published in 2016, set out a clear objective to “retain the exclusive right of licensed taxi drivers to use bus lanes.” The Tooley Street proposal fails to recognise the prime importance of licensed taxis as part of the public transportation mix. The proposals in effect create a new bus lane when taxis are fundamentally a public transportation method – equal to buses – and should be granted corresponding access.

Air quality

The mayor’s 2018 Transport Strategy outlines that all buses will not be zero emission vehicles until 2037. Yet, all new taxis licensed from January 2018 will be zero emission capable, and the entire fleet is targeted to be zero emission capable by 2033 – at the latest – plainly in advance of buses. Thus, taxis have a greater environmentally-friendly contribution than other public transportation means.

Access for passengers of limited mobility

Duke Street Hill and Tooley Street are vital routes for taxi to drop off and collect passengers at London Bridge Station. Passengers of limited mobility particularly utilise London Bridge Station due to its full step-free access. The scheme will ensure in disabled passengers being able to no longer access locations along the route by vehicle. They will instead have to be dropped down side streets some distance away. The LTDA believes that the scheme could be deemed as prejudiced towards those with accessibility issues and disabilities who wish to travel by taxi.

Anthony Street is an LTDA Executive Support Officer
**ENVIRONMENT**

Uber and minicab drivers will be forced to pay the Congestion Charge from April.

Petrol and diesel powered PHVs will have to pay £11.50 a day on weekdays from 8 April, under new plans revealed by Mayor of London Sadiq Khan.

Uber has said its drivers will pay the levy, which the minicab industry said would mean fares would rise by 10-20%, with some even trebling.

The rules are being imposed to help improve the capital’s air quality, tackle congestion and reduce toxic emissions.

Since the Congestion Charge was introduced in 2003, PHVs have been exempt from paying it.

Sadiq Khan said he wanted the minicab industry to play its part in cleaning up London’s air.

He added: “Toxic air pollution in London is a major public health crisis that is stunning the lung development of Londoners and leading to thousands of premature deaths and increases the risk of asthma and dementia.

“We have to make tough decisions to protect the health and wellbeing of Londoners and tackle harmful emissions from the most polluting vehicles.

In the first phase of the new plans, only zero emission-capable vehicles will be exempt from the charge.

In October 2021, the restrictions will tighten, with only pure electric vehicles qualifying for the discount.

London taxis will remain exempt from paying the congestion charge when actively licensed by Taxi and Private Hire.

The changes are predicted to slash the number of minicabs entering the zone from 18,000 to 10,000 a day. The number has soared from 4,000 when the C-charge was launched in 2003.

An Uber spokeswoman said: “The Mayor of London has set out a bold vision to tackle air pollution in the capital and we’re determined to do everything we can to back it.”

Tory London Assembly member Andrew Boff said: “This misguided move will fail to achieve its primary objective of reducing congestion. The mayor has blown a £1 billion black hole in the transport budget and now he is hellbent on hammering the [private hire] industry to boost the coffers.”

**NEWS IN BRIEF**

**New Tube Embarrassment for TfL**

The opening of the Northern line extension to Battersea Power Station has been delayed for at least nine months, it has revealed.

The £1.1 billion extension serving the ongoing development was due to open at the end of 2020.

The Battersea connection is now expected to be ready until September 2021 at the earliest.

It is the latest embarrassment for Mayor Sadiq Khan, and TfL, who recently announced a lengthy delay to the opening of Crossrail.

The east-west Elizabeth Line was due to be in operation in time for this Christmas but will not now open until 2020.

It is claimed that the original plans for Battersea Power Station underestimated expected passenger numbers.

The iconic Grade-II listed Battersea Power Station is undergoing a £9 billion redevelopment which includes shops, restaurants and thousands of new homes.
The latest figures released by Transport for London show that taxis are the safest way to travel

NO CABBIES CHARGED WITH SEX OFFENCES

ON POINT

Once again taxis have proven to be the safest way to get around, with no drivers charged with sexual offences in 2017. According to TfL’s latest figures, there were 24 minicab drivers charged with a sexual offences, three of which were rape. The number of recorded sexual offences was 162, 34 of them rape reports. None of the cases involved a London taxi driver.

LICENSED DRIVERS

Of the 21 drivers charged for the 24 offences in 2017, all were licensed private hire drivers at the time of the offence (including booked and unbooked journeys).

- Seven were convicted and no longer hold a private hire driver’s licence
- Four are awaiting court outcomes and are not currently licensed
- Nine were found not guilty. One of these drivers currently holds a private hire driver’s licence
- One was found guilty of one offence, and is awaiting trial for a separate offence. This driver no longer holds a private hire driver’s licence

Some reports of offences contained in the Table 1 were made against touts and the drivers couldn’t be traced.

Table 2 data relate to crimes recorded by the police in 2017. They have been verified against TfL’s Taxi and Private Hire licensing database. We should never shy away from highlighting our record and that of our so-called competitors because the safety of the travelling public is paramount. We also need to keep reminding people of the clear distinction between taxis and minicabs especially as the media keeps blurring the lines when reporting incidents. But as we all know, it’s always best to take a London taxi. Happy New Year!

Lloyd Baldwin is an LTDA Executive Support Officer

---

### Table 1. Recorded crime figures for Taxi and Private Hire journey-related sexual offences 2002-2017

<table>
<thead>
<tr>
<th>YEAR</th>
<th>RAPE</th>
<th>OTHER SEXUAL OFFENCES</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>15</td>
<td>89</td>
<td>104</td>
</tr>
<tr>
<td>2008</td>
<td>12</td>
<td>96</td>
<td>108</td>
</tr>
<tr>
<td>2009</td>
<td>24</td>
<td>112</td>
<td>136</td>
</tr>
<tr>
<td>2010</td>
<td>21</td>
<td>102</td>
<td>123</td>
</tr>
<tr>
<td>2011</td>
<td>30</td>
<td>77</td>
<td>107</td>
</tr>
<tr>
<td>2012</td>
<td>23</td>
<td>105</td>
<td>128</td>
</tr>
<tr>
<td>2013</td>
<td>17</td>
<td>84</td>
<td>101</td>
</tr>
<tr>
<td>2014</td>
<td>28</td>
<td>108</td>
<td>136</td>
</tr>
<tr>
<td>2015</td>
<td>28</td>
<td>108</td>
<td>136</td>
</tr>
<tr>
<td>2016</td>
<td>30</td>
<td>134</td>
<td>164</td>
</tr>
<tr>
<td>2017</td>
<td>34</td>
<td>128</td>
<td>162</td>
</tr>
</tbody>
</table>

### Table 2. Taxi and Private Hire journey-related sexual offences where a driver has been charged*

<table>
<thead>
<tr>
<th>OFFENDER PROFILE</th>
<th>NATURE OF SEXUAL OFFENCE</th>
<th>TOTAL BY DRIVER AND JOURNEY TYPE</th>
<th>RAPES</th>
<th>OTHER SEXUAL OFFENCES</th>
<th>COURT OUTCOME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver’s TfL licence status at time of offence</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private hire - not booked</td>
<td>Unlicensed driver</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Not guilty</td>
</tr>
<tr>
<td>Private hire - not booked</td>
<td>Licensed private hire driver</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>Not guilty</td>
</tr>
<tr>
<td>Private hire - booked via operator</td>
<td>Licensed private hire driver</td>
<td>0</td>
<td>8</td>
<td>Convicted</td>
<td></td>
</tr>
<tr>
<td>Private hire - booked via operator</td>
<td>Licensed private hire driver</td>
<td>22</td>
<td>1</td>
<td>7</td>
<td>Not guilty</td>
</tr>
<tr>
<td>Private hire - booked via operator</td>
<td>Licensed private hire driver</td>
<td>0</td>
<td>1</td>
<td>5</td>
<td>Awaiting outcome</td>
</tr>
<tr>
<td>Unlicensed driver</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Taxi</td>
<td>Licensed taxi driver</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>-</td>
</tr>
</tbody>
</table>

| | | | | | |
| Totals | 24 | 3 | 21 | | |

*These figures relate to crimes recorded by the police in 2017. They have been verified against TfL’s Taxi and Private Hire licensing database.
GREEN BADGE TX4 DRIVERS NEEDED NOW!

Ubiquitous, the UK’s leading taxi advertising company, urgently needs SuperSide drivers.

- Black TX4 taxis
- Green Badge
- No digital screens

£200 SIGNING-ON BONUS
Guaranteed payment options.
Lucrative event opportunities.

Paintwork fully restored to TfL standards.

CALL US NOW FOR FURTHER DETAILS: 020 7291 3700

TRUSTED TO DO RIGHT BY DRIVERS
CHARITY

Long-lost brother and sister Teresa and Tony had not seen each other for 13 years when they were reunited at a taxi charity event for the homeless in December.

Teresa Cairns was volunteering for Taxi Warm Clothing at Charing Cross when she spotted her 52-year-old brother - who she’d long feared was dead - queuing up for a hot drink.

“I did a double take and I whispered: ‘Tony?’ He looked up over his glasses and said: ‘Hello sis’” recounts Teresa. “I hadn’t seen him for 13 years. I hoped that he was living aboard, but on bad days, I feared that he was dead.”

Three days after their emotional reunion, Teresa brought Tony home to live with her and her family in North Weald, Essex. The pair then spent a magical Christmas Day together.

“For Christmas, Teresa and her family bought Tony a dressing gown, slippers, a pair of pyjamas, t-shirts and toiletries.

“We had a proper family Christmas and Tony has been enjoying catching up on EastEnders!” said Teresa. “It’s been emotional all round. I’ve got three grandchildren aged five, seven and 10 that Tony didn’t even know existed. My family are absolutely thrilled to have him home. My 17-year-old daughter really adores him. They get on like a house on fire.”

The mum-of-three is now trying to help find a home for Tony that’s close to her and near a local day centre.

“He’s been through a lot and wants to get off the streets,” said Teresa.

The incident was the highlight of another successful year for Taxi Warm Clothing, which has been donating food and clothes to the homeless for three years. A convoy of 17 taxis filled with donations from generous cabbies and their families, handed out clothes and fed hundreds of homeless people as part of the appeal.

Event co-ordinator and taxi driver Dean Thomas said: “This year has attracted national media coverage and it has led to other things and the issue being highlighted more, which can only be a good thing.”

Teresa added: “I’m so grateful to the charity because if it wasn’t for them, this wouldn’t have happened.”

Teresa is crowdfunding to help get Tony back on his feet:

https://www.justgiving.com/crowdfunding/teresa-cairns-2tony

Reunited siblings spend Christmas together
**SERVICE**

**MOT £35**
- We beat all main dealer servicing costs
- We only use genuine Mercedes-Benz parts
- We now offer a EU5 rear wheel steer Upgrade on EU4 Vehicles.
- All rear steer work undertaken
- Mercedes-Benz qualified and trained technicians
- We only use genuine Mercedes-Benz parts

**MERCEDES-BENZ**
- We beat all main dealer servicing costs
- We only use genuine Mercedes-Benz parts
- We now offer a EU5 rear wheel steer Upgrade on EU4 Vehicles.
- All rear steer work undertaken
- Mercedes-Benz qualified and trained technicians
- We only use genuine Mercedes-Benz parts

**LEVC**
- Authorised service agent
- TXE servicing and warranty work undertaken
- Approved technicians
- TX2 & 4 Gearbox/Engine specialists

**BODYSHOP**
- Non fault specialist
- All insurance work undertaken
- Courtesy hire taxi available on request
- NSL stop notes fast turn around

**PARTS**
- LEVC authorised parts agent
- Daily delivery service for trade customers within M25
- Large selection of parts available
- Daily specials

**SALES**
- Visit us at our new brand showroom at Lukin St E1
- Large selection of high quality pre-owned/nearly new taxis available inc Mercedes-Benz EU6 models
- Used vehicles available from £100pw with 24 month warranty
- Zero deposit finance available

---

**MERCEDES VITO EU5 FROM £99 PW INCLUDING 2 YEAR WARRANTY**

**MERCEDES VITO EU6 FROM £180 PW WITH MANUFACTURERS WARRANTY**
Minicab Drivers Mount Protest Against C-Charge

Private hire drivers announced a series of protests at a decision to make them pay the Congestion Charge as TXI went to press.

The United Private Hire Drivers and the Independent Workers Union of Great Britain say the first demo will take place at 10am on January 14, outside the Palestra building in Blackfriars Road.

Drivers say that forcing them to pay the £11.50 charge on weekdays will force up prices and put many people out of business.

Uber supports Mayor Sadiq Khan’s plans but the UPHD and IWGB have stated via social media that they believe the imposition of the Congestion Charge is being unfairly levied against PHV drivers.

They have also claim that Transport for London is acting in a discriminatory fashion against the private hire industry.

Further demo dates will be announced in the future.

The Cab You Drive

TRADE

Just as it appeared that things would calm down a bit and a some normality would return to the pre-owned cab market, Mayor Sadiq Khan dreams up a proposal to reduce the age limit to 12 years and freezes the market totally!

What were they thinking at City Hall? They are well aware the dealers are not taking part exchanges and that anyone with a cab between three and 10 years old is struggling to sell it in order to buy a TXe; yet they still do this! Three sales were lost on the day it was announced. One driver actually called us to discuss cancelling his purchase on the morning he was due to pick up a late Vito.

Even though I explained that Euro VI cabs will still stay at 15 years he was having none of it. “That’s for now,” he said, “but what about if they change their mind again next year?” He has a point.

How can anyone buy a cab and run a business when these buffoons make snap announcements like this without any discussions or a cost impact assessment?

I estimate that some of the bigger dealers, which hold a lot of stock, lost on average £8k per cab (older cabs less, newer cabs more) as a result of this announcement. That’s not even the bad news. That’s still to come, as we wait and see if anyone buys anything until we know what’s happening when.

It will be interesting to see if it affects sales of the TXe – which would surely run counter to the mayor’s intention to clean up London’s air. Once again TXe sales were good in December, with 166 new cabs joining the ranks.

However, if existing owners cannot sell, they can’t buy, and how long can LEVC maintain their current phenomenal sales numbers once the queue of ex-renters and butterboys run out?
Ready to maximise your earnings?

You can earn more per shift with Gett!

We have 3,000 corporate accounts! The average account job is worth £30!

No commission charged on tips - they’re all yours!

Need to talk to someone? We have a 24/7 call centre - unique to Gett!

Don’t go home empty with Going Home

Sign up here: u.gett.com/app

or visit us at our driver office at 162 Farringdon Road
We’re not interested in dog groomers or emergency plumbers.

Curb provides card payment solutions for cabbies. And only cabbies.
Booking your holidays for 2019?
Make use of your LTDA rewards

Christmas may be over, but it’s the perfect time to plan your next getaway. Design your perfect trip with this wide range of travel benefits from LTDA Plus.

If you’re looking to design your next dream holiday, create a tailor-made package with Travel by Inspire. From city breaks to Disneyland to long haul adventures, take advantage of the savings available to you with LTDA Plus.

Find out more at LTDA Plus or call 0161 440 6722 and quote LTDA Parliament Hill

Whether it’s a quick getaway, a romantic escape or a week’s recovery, Super Break have you covered. Offering great deals on UK and overseas breaks, you can take the rest you deserve for less. Your 12% discount is available not only to hotel and travel, but also tickets for events and attractions such as concerts, theatre breaks, sporting events, city visits and much more.

Find out more at LTDA Plus or call the reservations team on 01904 436 002 and quote AF021. Lines open 7 days a week from 8am until 10pm.

NOVASOL is the largest provider of self-catered holiday homes in Europe with a great range of family villas, cottages and apartments across Europe. Not only will you get the guaranteed best prices on 50,000 holiday homes, but an extra 10% discount with LTDA Plus.

Find out more at LTDA Plus

Whether you’re looking for a city break, country escape or idyllic beach getaway, Hotel Exclusives has it all at a great discount for LTDA members. Their incredible hand-picked hotel deals are perfect for your 2019 holidays, so pack more into your getaway with these great savings.

Find out more at LTDA Plus

*Terms and conditions apply to all benefits. See website for details. Offers and prices subject to change without notice. Travel by Inspire - 5% discount on cruises does not apply to all cruise companies/cruise offers. If you telephone Inspire to book or enquire about a cruise, you will be advised whether the discount can be applied. HotelExclusives.com - This is a web-only service, savings range up to 65% off, all hotels and deals are subject to change and availability. For full terms and conditions please visit www.hotelexclusives.com. LTDA Plus is managed and run on behalf of LTDA by Parliament Hill Ltd.
APPLICATION FORM

Name: ____________________________________________

Address: ________________________________________ Postcode: __________

Telephone: __________________________ Mobile: __________

Email: ____________________________ Twitter: __________

Date of Birth: _________________________ Badge No.: __________

Badge colour (Please state whether green or yellow): __________ Year badge obtained: __________

Have you ever been a member of the LTDA before? (please tick) Yes [ ] No [ ]

Do you currently have points on your DLVA driving license? (please tick) Yes [ ] No [ ]

If Yes how many points do you have? __________

Please tick if you DO NOT wish to receive information from the LTDA and other related organisations in the future? [ ]

I understand that my application for membership of the Association must be approved by the Council of Management and that until this is confirmed I am not eligible to vote in relation to any form of Association matters. I agree that all benefits prior to approval of membership shall be at the discretion of the Council of Management.

Please note: We do not provide assistance for any matters that have occurred prior to you joining LTDA.

Signed: __________________________ Date: __________

LTDA Basic Direct Debit Instructions

Instructions to your Bank/Building Society to pay Direct Debits:

Please complete parts 1 to 5 to instruct your branch to make direct payments from your account. Then return the form to the LTDA, FREEPOST, (PAM 2005), London W9 2BR

To the Manager of: __________________________

Address: ____________________________________________

Originator’s Identification No. 914428

For Office use only

1 Please write the name and full postal address of your branch in the box (left)

2 Name of account holder ____________________________________________

3 Account number ____________________________

4 Bank Sort Code __________ — __________ — __________

Banks/Building Societies may not accept instructions to pay Direct Debit from some types of account.

5 Signature(s) ____________________________________________

Date __________

The Direct Debit Guarantee

• This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.

• If there are any changes to the amount, date or frequency of your Direct Debit, LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you request LTDA to collect a payment, confirmation of the amount and date will be given to you at the time of the request.

• If an error is made in the payment of your Direct Debit, by LTDA, or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.

  - If you receive a refund you are not entitled to, you must pay it back when LTDA asks you to.

• You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.
I would like to relate a short story of how good some black cabbies can be! My brother-in-law was diagnosed with a brain tumour 18 months ago. Since then, he has worn an Optune cap of special electrodes, which he wears on his head to slow down the growth of the brain tumour. He can’t talk, can hardly move his hands and can’t walk. He is being forced into other platforms, including UberPool and UberX. From a service point of view, there are a couple of clunkers in New South Wales, but they are headed for the scrapheap. I would be very grateful if anyone can help me with this issue.

Julia Lindquist

HELP NEEDED FROM OZ

I live in Melbourne and I recently purchased a 1991 Metrocab. I’m trying to get it back on the road, but I’m having real problems with parts. I would also like to know more about the history of how Metrocabs ended up in Australia. Mine is the only one I can find that is running; there are a couple of clunkers in New South Wales, but they are headed for the scrapheap.

My dad was a cabbie (38077) for 30 years and always swore by the Metro as it was less leaky than the FX4, and had a huge windscreen! My grandad was in the job for 50 years (27693) and I had several uncles (sadly passed away) also in the trade, as well as a cousin who is still working as a cabbie. I have also joined the London Vintage Taxi Association, but I’m not having much luck with them so far.

I would be very grateful if anyone can help in any way. The cab was fitted with a 3.6 V8 Holden engine when it arrived in Oz in 1992, so unfortunately it doesn’t have the diesel roar I remember so well! It runs completely on LPG now.

Billy Worth (Email editor@ltda.co.uk)

RICKSHAW NUISANCE

I wrote to Hamleys on Regent Street to ask if they were concerned about the number of shabby rickshaws that block the road outside their beautiful store. Not only are the rickshaw drivers smoking cigarettes at child height, but are asking exorbitant prices and stopping London taxis from doing their job properly. I thought that Taxi readers would be interested to read Hamleys’ response: “We are aware of this rickshaws outside and along Regent Street. We do advise customer not to use them as they charge weird prices. We cannot stop them operating and am sorry they park outside the shop. Unless they do something outrageous, we are unable to do anything. I hope that explains this problem. We don’t like them outside the store.”

Rachel Martin Peer
The New Year is a time to pause, reflect and plan how to promote the trade in 2019

A TRIP DOWN MEMORY LANE

Chris Ackrill

ON THE ROAD

The New Year is a time for reflection. We look over the past year: what went well, what went badly; and what our hopes are for the coming year. Work-wise, if you've been in the same job for a while, you tend to compare and contrast with previous years.

December 2018 marked 30 years since I gained my first green badge. Yes, I'm on my second. Those who are familiar with my story will know I left the cab trade in the mid-90s: I had other distractions. I didn’t keep up-to-date with what was happening in the trade (the Blur v Oasis Britpop feud was a big event for students of the mid-90s: I had other distractions). I left London for good in 1999, but became involved in the taxi trade again a few years later through a Knowledge retest. I started the Knowledge again in 2010, and gained my second licence four months later through a Knowledge retest with the legendary Mr Wilkin.

In the know

When I think back to December 1988 and beyond, things are very hazy. I remember my decision to go on the Knowledge – a surprising one considering I couldn’t even drive! And I remember riding runs on my Vespa and attending Knowledge Point School. I even remember the memory tricks the school taught me. Knowledge Point students of my generation may recall the phrase “Skin Percy’s Liver” used in order to remember the running order of Skinner Street, Percival Street and Lever Street; or the “Place Your Primrose Over Cyril’s Parked Connaught” phrase used to remember the mansion blocks on Prince of Wales Drive (answers on a postcard, please...). I sometimes wonder how I got through the Knowledge, as I have the memory span of a goldfish. Some drivers of my time can remember what questions they were asked on appearances. I don’t even remember which examiner gave me my req. I remember my first job though: it was a young lady going from Theobalds Road to Victoria. I remember how my new job was making me tired, and how I’d go home after a few hours in my first week. The traffic flowed easier in the late-80s, but perhaps not as freely as we like to remember. Cash from Cameras was in its infancy, but the clamping units were feared by everyone.

I remember the constant breakdowns, and how the cab would fail to start in the winter and over-heat in the summer. The cabs are better now, but the taxi trade barely reached the 20th century until the arrival of the Fairway. Drivers still have an understandable affection for this model.

Looking ahead

OK, let’s not get too upset about that as we say goodbye to 2018. I’m confident things will swing back our way a bit in the New Year. We need to go into the New Year with a bit of pride and with the determination to do our bit to promote our trade. In 2019, I’ll be spending time filling in online consultations over changes to road systems. Most questionnaires don’t take long to complete and it’s essential we give those making our work more difficult our views – and without rudeness. I’ll listen to no-one unless forced to, but the Oxford Street and Swiss Cottage plans are sent back for revision in 2018. We need more unity to keep the trade strong: class action, such as the Mischon de Reya Cabbie Group Action could well be the way forward. Our mantra for 2019 could be “Assertive, but not aggressive.” We have to be very careful to keep our house in order and keep the public on our side.

Chris Ackrill is a Taxi Driver and former Knowledge Examiner
LEADING THE WAY
IN 2019

£99

1 Year Digitax Taximeter rental
(inc VAT 1 year contract).

OTA Tariff
(built in sim card).

No waiting for fitting.
Compatible with all card machines
& computer circuits.

0208 692 1122

1-3 Blackhorse Rd
London SE8 5HY
INSURANCE
BRANDS YOU CAN TRUST

CLEGG GIFFORD
STRONG INSURANCE FOR A TURBULENT WORLD

WESTMINSTER
INSURANCE

FOR A QUOTATION CALL
0207 264 7900

- COMMERCIAL VEHICLE
- PRIVATE VEHICLE
- MULTI VEHICLE
- SCRAP DEALER
- MOTOR TRADE
- LIABILITIES
- UNUSUAL RISKS
- HOME INSURANCE
15 year reminder
The London taxi 15 year age limit refers to the cab’s ‘birthday’ (in the log book) not its plate date.

For example:
A cab passed when it is 14 years and 11 months old WILL be granted a further 12 months of life.

Cabs may be booked in for testing in the normal way when the plate has 28 days or less to run.

The cab can then work up to the test date. If the plates are taken off with more than 28 days to run, both the plates and the paper licence must be surrendered to one of the six NSL inspection centres in and around London.

The ‘unplated’ cab must then not be worked, and at least one week should be allowed before attempting to book the next NSL test, to allow the computerised booking system to recognise that the plates have been registered.

Lost/stolen identifier
If your identifier is lost or stolen you must notify LTPh immediately (0343 222 4444 / tph.enquiries@tfl.gov.uk)

You may then continue working. A letter of confirmation will be sent out to you by Transport for London, prior to a replacement identifier being processed.

Shop a tout
Anyone who sees touting or any other form of illegal cab-related activity is urged to contact TfL with the details.

Type “cab enforcement” into your internet search engine and follow the links to the ‘report illegal activity’ section of the TfL website.

DVLA reminder
The photo card part of the driving licence lasts for 10 years and must be renewed after that period. The licence becomes invalid if it is not renewed with a current picture.
A taxi driver with a passion for the past has penned a book on the history of the taxi trade.

Sean Farrell, who has been a cabbie since 1987, has written a comprehensive history of the trade from the point of view of driver’s.

It took Sean two years to research and write Abstracts of Black Cab Lore, which he believes is “the largest history of the trade ever compiled”. The book examines the people who used to drive these cabs before they were regulated.

He says: “There are loads of books about history of the taxi trade, but they are all about the vehicles. I wanted to look at the history of the driver and give him a voice, as I feel like they’ve been neglected in history because it was only in 1838 that drivers were given badges. Before that, the drivers were unknown as there were no official records of the people who drove cabs.”

Sean undertook his research by trawling through hundreds of newspaper articles from the 1800s to find stories about the drivers.

He adds: “Before the trade was licensed in 1838, taxi drivers were a rough bunch, with many trying to earn money by threatening people. It wasn’t a noble game until it was licensed. Now being a taxi driver is something to be proud of.”

Although Sean has a BA in history, he believes that doing the Knowledge was much harder than studying for a degree.

To win a copy of Abstracts of Black Cab Lore, answer the following question: In which year was the taxi trade regulated in London? Send your answers to editor@ltda.co.uk

A total of 77% of taxi vehicles were compliant between April and June 2018, the latest figures show.

The London Assembly has revealed that the main reason for non-compliance were no MOTs, broken vehicle lights and body work issues.

Three-quarters of taxis are compliant

The KEY to getting YOU BACK ON THE ROAD

The TAXI EXPERTS: at our best when you need us the most

At Proximo we understand how stressful, time consuming and expensive it is after a non-fault accident. Proximo will quickly get you back on the road and earning with a replacement licensed vehicle. We also provide in-house vehicle repair, legal support and recovery of any uninsured losses making life easier for you.

PLEASE ASK ABOUT OUR VOUCHER INCENTIVE PROGRAMME!

call us to today on: 0808 500 1408 or email: LTDA@proximo.co.uk

www.proximo.co.uk
From December 1st we are introducing new meter deals. The Hale Digital Meter with a remote update via magic cey, now £145.00 inc Vat per annum or £240.00 on a 2-year deal, saving £50.00*

Special Offer for existing Cabvision customers, The Hale Analogue Meter is reduced from £155.99 to £110.00 inc Vat per annum, saving £45.99*

NEW APP

Download the New Cabvision Driver App. Check out the helpful new features; View up to 12 months transaction data. Interactive bar chart to review busiest days. Summary of transaction fees and amounts due.
Coming Soon! Our new Payment Device  Just Pay & Go.
2.5% per transaction, accepts Visa, MasterCard and American Express.
Free Next Day Payments 6 Days a week.
24/7 Telephone UK Support.
No Contract.
No Support Fees.
Open 7 Days a Week.

WE HAVE MOVED
171 Lukin Street London E1 0BN
Off Commercial Road
We are also at Heathrow
Building 249, Unit C, Enfield Road
Eastern Business Park
Eastern Perimeter Road
London TW6 2RX
Monday-Friday 8.30am til 5.30pm  ·  E1 & Heathrow
Saturday 9am-12.00 noon  ·  E1
Sunday 9am -12 noon  ·  Heathrow
24/7 UK Telephone Support 020 7655 6970
WWW.CABVISION.COM  020 7655 6970
@cabvisiontaxi

* Terms & Conditions apply
CRICKLEWOOD CARRIERS CAB CO. LTD
Midland Arches, Edgware Road, London, NW2 6NJ
info@cricklewoodcarriers.co.uk  www.cricklewoodcarriers.co.uk
TEL: 020 8452 5461  MOB: 07866-0-07866

GENERAL KNOWLEDGE SAYS!

DRIVERS WANTED NOW

CABS WANTED FOR CASH

Come and see us at London’s first choice garage
For Service and Civility

LICENSED LONDON TAXI-CAB RENTALS
TX11’s – TX4’s – TX4 Euro 5 & 6 – VITO’S – NEW VITO Euro 6
RATES MODERATE
BRAND NEW TAXIS ALL AIR-CONDITIONED
TOP OF THE RANGE ELEGANCE MODELS UPGRADED TO OUR OWN UNIQUE VOGUE SPECIFICATION
FULL BACK-UP SERVICE
ALL WORK CARRIED OUT FOR OWNER DRIVERS
OVERHAULS—BODY SHOPS—TYRES—MOT’s
PROMPT WHILE YOU WAIT SERVICE
NON FAULT REPAIR SPECIALISTS
No Insurance excess - No hassle - New courtesy cabs given
PROFESSIONAL SERVICING—with care and attention to detail
using Genuine Filters and Total/Elf or Morris Quality Lubricants

PHONE OUR HOTLINE NOW!
0208 208 3600
The London & General Motor Cab Company Limited

KNOCK OUT PRICES
VIKING 5 TAXI METER

1 YEAR METER RENTAL FOR ONLY £95.00 - ALL INCLUSIVE
FLEET DISCOUNTS AVAILABLE
FULL EEC – ISO 901 – MID APPROVED
EVEN FURTHER DISCOUNTS AVAILABLE FOR CLIENTS OF
MARTIN CORDELL & COMPANY AND MEMBERS OF THE LCDC
Uber loses appeal over driver employment rights

COURT

Uber has lost its appeal against a landmark ruling that its drivers should be treated as workers with basic employment rights.

The ride-hailing firm had been appealing against an employment tribunal ruling in 2016, which decreed that Uber staff should be given holiday pay, minimum wage and paid rest breaks.

The 2016 case was brought by Uber drivers James Farrar and Yaseen Aslam. The tribunal found that the company unlawfully classed drivers as independent contractors.

Mr Farrar, who is chairman of the United Private Hire Drivers branch of the IWGB union, told the BBC: “I am delighted today’s ruling brings us closer to ending Uber’s abuse of precarious workers made possible by tactics of contract trickery, psychological manipulation and old-fashioned bullying.”

Frank Field MP said: “This is another stunning victory for workers against the exploitation and poverty wages that stem from bogus self-employment in the gig economy. The government’s job now is to ensure justice is delivered for workers all year round, not just at Christmas.”

Tim Roache, general secretary of the GMB, thinks that Uber should accept the verdict and “stop trying to find loopholes that deprive people of hard-won rights and pay”.

Mr Farrar, who is chairman of the United Private Hire Drivers branch of the IWGB union, told the BBC: “I am delighted today’s ruling brings us closer to ending Uber’s abuse of precarious workers made possible by tactics of contract trickery, psychological manipulation and old-fashioned bullying.”

Frank Field MP said: “This is another stunning victory for workers against the exploitation and poverty wages that stem from bogus self-employment in the gig economy. The government’s job now is to ensure justice is delivered for workers all year round, not just at Christmas.”

Tim Roache, general secretary of the GMB, thinks that Uber should accept the verdict and “stop trying to find loopholes that deprive people of hard-won rights and pay”.

“Mr Farrar, who is chairman of the United Private Hire Drivers branch of the IWGB union, told the BBC: “I am delighted today’s ruling brings us closer to ending Uber’s abuse of precarious workers made possible by tactics of contract trickery, psychological manipulation and old-fashioned bullying.”

Frank Field MP said: “This is another stunning victory for workers against the exploitation and poverty wages that stem from bogus self-employment in the gig economy. The government’s job now is to ensure justice is delivered for workers all year round, not just at Christmas.”

Tim Roache, general secretary of the GMB, thinks that Uber should accept the verdict and “stop trying to find loopholes that deprive people of hard-won rights and pay”.

The company added: “We’re now at a hat-trick of judgments against Uber. They keep appealing and keep losing.”

Uber plans to appeal the ruling at the Supreme Court.

The app told Sky News: “This decision was not unanimous and does not reflect the reasons why the majority of drivers choose the Uber app.

“The company added: “We’re now at a hat-trick of judgments against Uber. They keep appealing and keep losing.”

Uber plans to appeal the ruling at the Supreme Court.

The app told Sky News: “This decision was not unanimous and does not reflect the reasons why the majority of drivers choose the Uber app.

“The company added: “We’re now at a hat-trick of judgments against Uber. They keep appealing and keep losing.”

Uber plans to appeal the ruling at the Supreme Court.

The app told Sky News: “This decision was not unanimous and does not reflect the reasons why the majority of drivers choose the Uber app.

“The company added: “We’re now at a hat-trick of judgments against Uber. They keep appealing and keep losing.”

Uber plans to appeal the ruling at the Supreme Court.

The app told Sky News: “This decision was not unanimous and does not reflect the reasons why the majority of drivers choose the Uber app.

“The company added: “We’re now at a hat-trick of judgments against Uber. They keep appealing and keep losing.”
THE BIG ONE!

The membership of the LTDA is 40 times greater than some other driver organisations!

HERE’S WHY...

BADGESAFE SCHEME
The LTDA retains experienced barristers with specialist knowledge of the London cab trade. Normally when drivers accumulate 12 points on their licence they receive an automatic 6 month ban, but in the case of LTDA members over 90% of those represented by our barristers receive a ban of just 1 month or in most cases no ban whatsoever.

EXPERTISE = SUCCESS
The LTDA’s in-house lawyers are proud of their unrivalled record of court triumphs; in fact the rate of acquittals for members defended in court by the LTDA is 4 times higher than the national average. This unparalleled level of success is due entirely to the expertise acquired by the LTDA over many years of specialising in cab related legal matters.

YOUR FUTURE
The LTDA remains the only trade body resolutely opposed to the computerisation of the Knowledge of London testing system. (No to the quickie Knowledge campaign).

HEATHROW OFFICE AND REPRESENTATION
Call in to the LTDA office at Heathrow, first door on the right in the canteen block. The LTDA’s representatives will give you a warm welcome. (Open to all).

INLAND REVENUE ASSISTANCE AND ADVICE
Many drivers and accountants refer to the LTDA for specialist advice on Inland Revenue investigations. (Free to members).

SICKNESS AND ACCIDENT PROTECTION
When trouble strikes it’s comforting to know that you’ve got the strength of the LTDA around you. (Additional subscription payable).

LTDA HOLIDAY CLUB
Many members have saved thousands of pounds by taking advantage of special offers and prices (members only).

WIN £5,000 EVERY MONTH IN THE LTDA LOTTERY
12 big prizes every year, but you have to be in it to win it (members only £5 per entry).

GENERAL ADVICE
If you are new to the trade and you don’t know your ‘roader’ from your ‘legal’, give us a call. We’re always here to help. (Tel: 020 7286 1046 - non members are welcome to call).

24 HOUR TOUT LINE
Seen a tout in action? Take the details and phone them in, we will do the rest. (Tel: 020 7266 4769).

HEALTH AND SPORTS PROMOTION
We regularly run promotions with leading health and sports companies resulting in big savings to members.

VEHICLE MANUFACTURERS
Continuously representing members’ interests in disputes with vehicle manufacturers and suppliers.

AUTHORITIES AND MEDIA
The LTDA is the largest and most respected driver organisation in the trade. We lead the way when negotiating with the Government, GLA, TFL, Police, Mayor’s Office, Heathrow, Rail Authorities, Local Councils and when dealing with all sections of the media.

MEDICAL ASSISTANCE
Many cab drivers are discovering to their cost that their licences are at risk due to the TFL’s interpretation of the new DVLA Group 2 Medical Standards. The LTDA has successfully challenged many decisions by the TFL to revoke members’ licences on medical grounds.

FANTASTIC VALUE
LTDA subscriptions have not increased for 14 years! It costs just 4 quid a week to join the trade’s biggest organisation and 3 quid of that is tax deductible! (Payable monthly).

CAUTION
The LTDA legal service is the only trade scheme which defends members for ALL alleged offences (traffic, hackney or criminal), anytime, anywhere in the UK. Non members are advised to check carefully the exceptions and exclusions contained or imposed by other legal protection schemes circulating in our trade.

To learn more about LTDA benefits and current joining offers call: 020 7286 1046 or visit www.ltda.co.uk
Our diary spotters love nothing more than hopping around London with some gift cards to dish out to LTDA members.

The week before Christmas, they caught up with George Vincent near London Bridge, who was delighted when our spotters surprised him with a £150 All 4 One gift card, just for having his LTDA diary on show in the windscreen of his cab.

And our new All 4 One cards can be spent on a huge array of items in dozens of stores, including Debenhams, Argos, River Island, and Marks and Spencer.

George said: “I’m very pleased. I just pulled over to have a cup of tea, so this is a lovely surprise.”

A short while later, our spotters managed to catch up with Eduardo Valverde in Islington, who was thrilled to scoop a voucher.

He said: “That’s fantastic. My wife has just come out of hospital after her sixth spinal operation so I’ll treat her to something special.”

Each year, we give away almost £8,000 to LTDA members, so the odds of coming up trumps are pretty good.

Just make sure you have your LTDA membership diary on display and let us do the rest.
BREXIT
BASHER

ARE YOU PAYING OVER £150
FOR YOUR TAXI METER?

WHY ????

SAVE MONEY AND CALL NOW

THE LONDON & GENERAL MOTOR CAB COMPANY

0208 208 3600

NEW VIKING TAXI METER

FULL EEC—ISO 9001—MID APPROVED

£95 PER YEAR ALL INCLUSIVE

EVEN FURTHER DISCOUNTS AVAILABLE
FOR CLIENTS OF MARTIN CORDELL & COMPANY AND MEMBERS OF THE LCDC

Fleet discounts available

THE LONDON & GENERAL MOTOR CAB COMPANY LIMITED  MIDLAND ARCHES  EDGWARE ROAD  LONDON  NW2 6NJ
CRUEL LONDON

If you needed a haircut in the East End during the late 1880s, chances are you’d have had your barnet snipped by an imposing, thickly moustached fellow who called himself George Chapman [pictured, right].

Chapman – whose real name was Severin Klosowski – was originally from Poland where he’d been apprenticed to a surgeon. But the idea of blood-letting and handling leeches didn’t appeal to the youngster, so in his early 20s, he ditched his career in medicine and headed to London, where he found employment in barber shops on West India Dock Road, Whitechapel High Street and Cable Street.

In October 1889, Chapman – who also went by the alias Ludwig Zagowski – wooed a young woman called Lucy Baderski at a Polish club in St John’s Square, Clerkenwell. Despite already having a wife back in Poland, Chapman proposed and the pair were hitched within weeks. The newlyweds lived on Whitechapel’s Greenfield Street, where they had a son who sadly died aged just six months.

Following the tragedy, the couple decided to move to New Jersey, USA, where Chapman continued to work as a barber. But once in America, Chapman became violent and abusive, and thought nothing of assaulting his wife in public. It didn’t take long for Lucy to escape back to London, with Chapman in hot pursuit. It was clear, that their relationship was over; a sentiment enforced, no doubt, by the fact that Chapman had freely admitted to Lucy that he’d been tempted to murder and decapitate her.

George Chapman returned to hairdressing, working at parlours on West Green Road, Tottenham High Road and then Leytonstone’s Church Lane where, in March 1896, he met Mary Spink, a troubled woman who, at 39, was almost 10 years his senior.

Mary had recently separated from her husband, acquiring £500 in the process. Using this cash (which was a considerable sum for the time), Chapman persuaded Mary to pose as his wife and, along with her young son Willy, move to Hastings with him in order to establish their own barber shop. For this new enterprise, they came up with a gimmick dubbed ‘musical shaves’, a process during which Mary would play the piano while Chapman groomed customers.

Although the concept proved popular, things were far from rosy. Screams could often be heard emanating from the Chapman’s home, and it was not uncommon to see Mary covered in cuts and bruises. Chapman also made no secret of the fact that he cheated on her.

Within a year, the troubled couple had returned to London, turning their hand to running the Prince of Wales pub, which once stood on the corner of Lizard Street and Bartholomew Square. Little did Mary know that, while in Hastings, Chapman had popped to a chemist and purchased a quantity of Tarter Emetic, a tasteless white powder which is lethal when consumed.

Throughout autumn 1897, as the couple went about their daily business of running the pub, Chapman would slip tiny amounts of this toxic substance into Mary’s food. The process was effectively torture, condemning Mary to a slow, painful death marked by agonising stomach cramps and nausea. She finally passed away on the afternoon of Christmas Day, 1897.

Due to the miniscule doses that Chapman had been administering, the poison lay undetected and the visiting doctor put Mary’s demise down to consumption. George Chapman appeared unfazed by her death, and cheerfully opened the pub to Christmas revellers just hours after Mary had died.

As for Mary’s son Willy, the murderous landlord now viewed him as a burden and tried to offload the lad onto a Dr. Barnardo’s home. The charity refused to take the boy because he was not an orphan and his stepfather worked in a profitable business, so Chapman ditched the youngster outside the workhouse gates instead.

A few weeks after Mary’s death, George Chapman hired a barmaid named Bessie Taylor who, with depressing inevitability, fell for the publican’s charms. Little did she realise the peril she was getting into… To be continued. ♦

HALVEY ENGINEERING

THE BOROUGH POISONER

@TheLTDAtaxi31

8 January 2019

www.ltda.co.uk

HALVEY ENGINEERING

TX2 & TX4 ENGINE SPECIALIST

SERVING THE TAXI TRADE FOR THE PAST 28 YEARS

RECON TX2 ENGINE - supply & fit £1,795

RECON TX4 ENGINE - supply & fit £2,100 with 1 year guarantee

BRAND NEW out of the crate TX4 engine supply & fit £3,499

* PLUS VAT

CALL TODAY: 0208 312 2224

OR EMAIL: halveyengineeringltd@hotmail.com

Based in the Woolwich area
A potted history of the staggering rise in private hire trade since the 1960s

**IT’S BEEN A ROUGH RIDE**

**ALF TOWNSEND**

London cabbies were certainly not swinging in the sixties – unless you associate it with the gallows! By the end of the decade, London was being overrun with unlicensed minicabs that were seriously affecting our livelihoods. In those days, all you needed to become a minicab driver was a car. There was no PCO licence and no safety checks on the driver or vehicle. You simply “carded” your manor, then opened a scruffy office in your local high street and got the missus to answer the phone – easy peasy!

It’s hard to believe, but it took the government another three decades before they introduced a law for private hire vehicles (PHVs) and by that time there were around 50,000 minicabs waiting for inspection! That number – now including Uber – has since mushroomed to a massive 120,000.

The minicab saga started in 1961 when young law graduate Michael Gotla launched Welbeck Motors, the first-ever minicab company to hit London’s streets. Gotla got his capital from Isaac Wolfson’s General Guarantee Company, who backed his venture by paying £15,000 for a 51% controlling interest in Welbeck Motors. They also paid for the fleet of 800 red Renault Dauphines with their Air France advertising, but unrealistic with Gotla’s huge overheads. By Christmas 1961, Welbeck had financial problems because their low prices meant they weren’t making a profit. In 1962, The Times reported that the General Guarantee Company and Gotla had sold their shares in the company, and that Gotla had resigned as MD.

It was heavily rumoured at the time that Isaac Wolfson had been told that the controversy surrounding his minicab venture could cost him his coveted knighthood. Not long after selling his shares in Welbeck, he received his knighthood and became famous for his philanthropy until his death in 1991.

The final demise of Welbeck Motors came in 1965 when the company faced a petition for its compulsory winding-up. They owed money everywhere and their total debts were around £50,000, worth well over half a million in today’s money!

**Blossoming trade**

Unfortunately, the end of Welbeck Motors wasn’t the end of the minicab scourge. Gotla had shown there were loopholes in the private hire laws and those loopholes were still there to exploit. Many shrewd and powerful people were watching quietly in the wings, while the Welbeck scenario reached its inevitable conclusion. The game plan had been shown to them. All they had to do when they chose to enter the ball game was to get their strategy and figures correct to ensure maximum profits.

As with the speedy conversion from horses to motor cabs, the minicab trade blossomed alarmingly. The suburbs became their stronghold because of the lack of cabs. Then they started to spread to south London and that’s when the apathy in the cab trade manifested itself. It was always the same story when you spoke to fellow cabbies and tried to convince them that this minicab menace was a real threat to their livelihood. Everyone seemed to believe that because they’d done the Knowledge, the coveted green badge was sacrosanct and they had a right to the monopoly on the streets of London. Their favourite saying was, “there will always be a need for taxis in London and we’ll always be able to get a living.” Fair enough, but how many hours will you have to do in the future to achieve this living?

**Going south**

Within a few years, we had meekly surrendered the whole of South London to the scruffy minicab offices in every high street. This situation was partly our own fault because many cabbies refused to go south because “they got a nose-bleed when passing water?” So the punters resorted to using minicabs who were happy to go anywhere at any time.

Even the once-busy cab ranks in central London, including the one at Shepherd’s Bush and The George in Haverstock Hill, died a death because of cabmen answering the phone and not turning up if the job didn’t suit them. So yet again, the punters turned to the reliability of the minicabs.

The minicabs got a foothold in north London too, again with the help of the trade. Most of the radio circuits had a policy of not picking up outside phone boxes, pubs or Irish dance halls. So the minicab offices started to open up around Cricklewood, Camden Town and the Archway, and they did a roaring trade every night of the week, thanks to our help.

**Looking ahead**

I can prattle on about letting minicabs do a deal with all the London hospitals and supermarkets, when the radio circuits should have got in there first. But in those far-off days, we all had plenty of work to keep us busy, not like today. Many cabbies call me “doom and gloom” because of my prophecies for our trade. But you just can’t live forever in cloud-cuckoo-land and pretend that nothing detrimental is happening to your living. The world doesn’t owe us a living simply because we did the “demon Knowledge”. For sure, my prophecies can be construed by many as purely hypothetical – especially by cabbies who don’t want to look any further than their next fare. But it’s up to us to get our act together, because if we don’t then we certainly won’t last another 300 years.
Disaster strikes when the Megs head up to Manchester for a funeral and wake.

A PARTY TO DIE FOR

Mr Meg heard sad news at the end of 2018. One of his old school friends, Dave, had died. His last utterance was that he wanted a helluva send-off, featuring casks of beer, fireworks and dancing. And that everyone should dress in beach party-style neon colours. Mr Meg hadn’t seen Dave for a while, but wanted to pay his respects. The ‘party’ was planned for New Year’s Eve in Manchester, so I decided to join him. No New Year’s Eve taxi armageddon for me this year.

I thought the traffic at Bank junction was depressing, but it’s free moving compared to the M1/M6 and central Manchester traffic on New Year’s Eve.

We arrived at the Premier Inn in Old Trafford with less than half an hour to spare and we neoned up double quick. We were both wearing kaftans to capture the beachy vibe, and also because we were roly-poly after too much Christmas cake and pudding and chocolates and cheese and… do I need to go on? We accessorised with glow sticks, face paint plus orange and fluorescent yellow headbands and belts before barrelling down to the bar.

Dave’s send-off party was already in full swing, so we loaded up our plates at the buffet and enjoyed a couple of drinks at the free bar.

Dave’s passing made Mr Meg reflective; he had talked about how short life is on the drive up, and he was determined to see in 2019 with gusto. It was a noisy room and we chatted to quite a few people, but it was mostly nodding and smiling because we couldn’t hear much over the music.

Everyone was in fancy dress but not all had stuck to Dave’s theme – I spotted a couple of grim reapers and three zombies dancing the Macarena and thought that was in poor taste. I popped to the loo and came back and saw Mr Meg laughing and joking with a group of lads who I guessed were his old school mates. I didn’t want to rain on his reminiscence parade, so I went to the buffet table and loaded up another plate while he chatted. They must have been sharing memories of Dave, or so I thought.

Then the DJ played Status Quo’s Rockin’ All Over The World and Mr Meg leapt up onto a table and started dad-dancing. Living it large dad-dancing. I looked around the room trying to make it seem like I wasn’t with him. Difficult when we were dressed as identical full moon party twins.

Then the music stopped midway through the track. And the overhead lights came on. Everyone was looking around expectantly.

A beast of a man, 6ft 6ins and well over 20 stone raised his arms to get silence and I thought there was about to be a nice send-off toast for Dave.

But no. This man mountain marched over to the table that Mr Meg was stood on and asked: “Who invited you to my party?”

Mr Meg, confused and piddled, raised his glass and yelled “Three cheers for Dave!”

“Dave who?” the bloke demanded.

“You know, dead Dave!” cried Mr Meg.

“Cheers everybody!”

No-one cheered back. I understood in an instant that we were at a New Year’s fancy dress party that had nothing at all to do with Dave.

It transpired that Dave’s send-off was happening at the other Premier Inn in Manchester, half a mile away.

My New Year’s Resolution? Easy.

Never put my thick-as-mince husband in charge of arranging anything ever again.

PS. All of us at Meg Towers wish TAXI readers a healthy, happy 2019. Mwah!

“I spotted a couple of grim reapers and three zombies dancing the Macarena”
SWITCH OFF.

PROTECT YOUR HEALTH.

Turning off your engine could help to reduce asthma, heart disease and lung cancer.

Refusing to turn off your engine could result in a penalty. Visit westminster.gov.uk/idling
Have a go at this medium level Sudoku puzzle. Fill the grid so that every row, every column and every 3x3 box contains the numbers 1-9 just once.

PUZZLER

SUDOKU

PUZZLER

PRIZE CROSSWORD

Complete our crossword puzzle and be in with a chance to win £50! Send your entry to: Crossword 434, Taxi, Taxi House, 11 Woodfield Road, W9 2BA before February 5. The first name out of the proverbial hat wins the cash!

ACROSS:
7 Take again (6)
8 Twitch (6)
9 Male deer (4)
10 Valve (8)
11 Lamp (7)
13 Trip (5)
15 Boring tool (5)
17 Cut (7)
20 Required (8)
21 Belongs to us (4)
23 Small pinch (6)
24 Fluid spraying printer (3, 3)

DOWN:
1 Twisted (4)
2 Grub (6)
3 Weigh (7)
4 Spirit (5)
5 Guiding light (6)
6 Musical composition (8)
12 Runway (8)
14 Paint type (7)
16 Repetition (6)
18 Eerie (6)
19 Bonkers (5)
22 Thread cylinder (4)

WINNER: ISSUE 432 – Howard Cravitz, Chigwell

ACROSS:
7 Miscellaneous, 8 Assassin, 9 Gil, 10 Arचर, 12 Meter, 13 Crime, 16 Protest, 19 Luck, 20 Leverage, 22 Word Processor

DOWN:
1 Kiss, 2 Éclair, 3 Classic, 4 Faint, 5 Reggae, 6 Business, 11 Corduroy, 13 Crooks, 15 Mikado, 17 Thrash, 18 Slurp, 21 Glob

Geoffrey and Ira Gershwin wrote six long-running stage musicals for Broadway, but none had as many memorable songs as You Can’t Take It With You. The show won many prestigious awards with Matthew Broderick in the star role, earning him the lead part in Mel Brook’s The Producers on Broadway, alongside Nathan Lane for another long run shortly after.

In this revival at the Upstairs At The Gatehouse theatre, director Jon Plews has found an amazingly talented cast who manage to sing, dance and deliver the occasional quip in the show’s authentic 1950s setting. The book by Joe DiPietro is said to have been inspired by a PG. Wodehouse short story and tells of a gang of bootleggers hiding their illicit booze in a house they thought was empty, but turns out to be inhabited by a rich playboy and his fiancé preparing for their wedding. The farcical humour comes from the three crooks posing as butler and servants to avoid their identity and crime being discovered. Inevitably, as with most musicals of that era, the twists in the plot turn enemies into lovers to ensure a happy ending.

The incidents and coincidences in the plot might not be completely believable, but the audience accept them because they’re interwoven with memorable Gershwin tunes, such as S’wonderful/Fascinating Rhythm; But Not For Me; Someone To Watch Over Me; Let’s Call The Whole Thing Off; and the show’s title song Nice Work If You Can Get it, all of which are delivered with great gusto and talent by the 12-strong cast, as-yet unknowns, but each of whom prove they deserve future fame. Particularly outstanding are David Pendlebury as the head crook who handles most of the comedy and Alistair So and Jessica-Elizabeth Nelson as the on-off-on again couple, around whom the show revolves.

It’s nice work and you can get it at this Highgate venue at considerably less than West End ticket prices.

Puzzles © 2018 Puzzler Media Ltd. www.puzzler.com
NEW YEAR’S FINANCIAL RESOLUTIONS

EMMA LUNN

MONEY MATTERS

The New Year is an ideal time to improve your personal finances. Alongside pledges to get fit, lose weight and quit smoking, getting a handle on your money situation is a common resolution. Here are six ways you can make 2019 a better year financially.

Pay off your debts

If you have been flexing the plastic in a big way over the past few weeks, you may want to start with tackling your festive financial hangover. Make a list of all the money you owe on credit cards, store cards, retailer credit, overdrafts, and anything else.

Switching to a cheap credit card deal could be one of the best ways of getting your finances back into shape. You can move an existing credit card balance to various credit cards offering 0% interest for up to 33 months. If you want to consolidate overdrafts and loans too, look for a card that offers 0% interest on money transfers.

Track your outgoings

You track your fitness and calorie intake, so why not your spending too? If you’re not sure where your money goes each month, tracking every penny can help. There are several apps that can help you track your spending, including Spending Tracker, Good Budget or You Need a Budget. Alternatively, if you have an account with an app-only bank, such as Revolut, Monzo or Starling, your spending is automatically categorised.

Make saving a priority

Many people claim they can’t afford to save, but that’s because they don’t make it a priority. Set down and work out your budget – how much can you afford to save each month? When you’ve arrived at a figure, don’t just leave the money in your current account with a vague intention of transferring it to your savings account at some point. Instead, set up a standing order from your current account to your savings account for the day after pay day – then you’ll only have the remainder left to spend.

Get organised

Make sure you’re on the best deal possible for household energy, mobile phone, broadband and insurance. Comparison sites, such as MoneySupermarket and GoCompare, can help you find the cheapest products. Are all your bills set up to be paid by direct debit? If not, you could be wasting money. Many utilities companies offer cheaper tariffs to customers who pay by direct debit.

If you want to be super-organised, set up a second current account solely for bills. Add up how much all your bills cost each month and set up a standing order for this amount to be transferred to your “bills” account at the beginning of each month. Then arrange for all your direct debits to be paid from this account. The funds left in your day-to-day current account are then everyday spending money.

Get a new current account

While you’re re-organising your current account set-up, look for an account which offers an incentive for opening an account. Several banks offer cash or vouchers if you switch your current account using the Current Account Switching Service.

For example, First Direct will give you a choice between £150 Expedia vouchers, an Amazon Echo and several other gifts. M&S Bank will give you a £150 gift card for switching, plus up to £50 if you stay with the bank for 12 months.

Learn about investing

If you don’t know much about investing, a great New Year’s resolution could be to learn the basics, then start investing small sums. Over the long-term, investing in the stock market will yield greater returns than saving in cash. There are plenty of resources online that can help rookie investors start their investment journey. Investing a small sum on a regular basis tends to be better than investing a lump sum in one go as you’ll ride out the stock market highs and lows.

TREATING PROSTATE CANCER QUESTIONS & ANSWERS

This booklet has two aims:

• to help you become better informed about prostate cancer and its treatment.
• to guide you in the decisions you will make about your care with your doctor.

It cannot replace talking to your GP or hospital doctor.

If you can help us by raising funds for our research or to make a donation please contact us at the address below.

Your support is vital!
BOOK YOUR CLASSIFIED AD BY 15th January FOR TAXI 435

BERMONDSEY TAXI RENTALS
TXII’s & TX4’S FOR RENT
SERVICE, REPAIRS & BODYWORK
PHONE PAUL ON 020 7358 1272

E16 RENTALS
TX4s TO RENT
- Ascot’s maintained
- Pay by cash/bank/online
- Mercs also available
07957 465423
e16-taxirentals.co.uk

Brown’s Taxis
CABS TO RENT
(Mitcham Based)
‘02 Reg to ‘18 Reg
24-Hour AA Recovery • Spare cab available
Call Danny on 0203 673 4819 or (M) 07956 463040

INSURANCE

TXII TO TX4 (EURO 6) CABS TO RENT
- Well maintained fleet
- Very competitive rates
- No bills or excess to pay
- Full Backup 24/7
- Excellent rentals from just £p/wk
- Available now
Please call Steve on: 07799 113046

Arin Garage
Cab hire, Running repairs, Overhuals, Crash repair
TXII, TX4 Engine rebuild specialists

- TX4 Reconditioned Engine (fitted)
£1,900
(1 Year warranty) All genuine parts

UNIT L7, KEMP ROAD RM8 1SL, 0208 981 1647 / 07951 321566

BUTLER’S Black Cab Rentals
TXII, TX4’s & Vito
FULL BACK UP 24-7
0796 098 2507
Based in Chessington- KT9 1RD

DIFF DOCTOR™
Phone: 0208 556 3134
WE REPAIR TAXI DIFFS:
- TXI’s, TXII’s & TX4’s
- PROP SHAFT & HALF SHAFT BEARINGS
- WHILE YOU WAIT
- TXII’s AND TX4’S FOR RENT
Unit 10, Lamos Road, E10 7QT

A & J Repairs
South London and Croydon drivers required
TXI’s to TX4’s
Overhauls, Servicing and running repairs.
Please call Andy
0777 922 9282

BERMONDSEY TAXI RENTALS
TXII’s & TX4’S FOR RENT
SERVICE, REPAIRS & BODYWORK
PHONE PAUL ON 020 7358 1272

WIMBLEDON TAXIS
LATE TXII & TX4 AVAILABLE
FULL AA LOCAL GARAGE
SPARE CAB ALWAYS AVAILABLE
CALL 07973 563230

GAP INSURANCE
AVOID ANY POTENTIAL SHORTFALL IN YOUR FINANCE FOLLOWING A TOTAL LOSS CLAIM
0208 597 2622
CAPSURANCE

UNIT L7, KEMP ROAD RM8 1SL, 0208 981 1647 / 07951 321566

CENTURY ONE PUBLISHING IS THE UK’S BRIGHTEST AWARD-WINNING CONTRACT PUBLISHING AND ADVERTISING SALES AGENCY.

To plan your ad campaign in Taxi magazine contact: Jack Green
t: 01727 739 196
e: jack@centuryonepublishing.uk
w: www.centuryonepublishing.uk

To plan your ad campaign in Taxi magazine contact: Jack Green
t: 01727 739 196
e: jack@centuryonepublishing.uk
w: www.centuryonepublishing.uk
ACCOUNTANTS

- CHARTERED ACCOUNTANTS specialising in the taxi trade. Accounts and tax returns £312inc VAT. Call 0208 360 1446
- TAXI TAX SPECIALIST WE’RE Drivertax - we’ve been helping the trade for 25 years. Tax sorted from £30 per month. Call 0208 558 4333
- ACCOUNTS PREPARATION and personal tax returns for £100. Home visits throughout London. Call us on 0208 558 4333

AIR CONDITIONING

- MOBILE AUTO AIR conditioning service and repair for taxis, Telephone Nick on 07785 900006 7 days

CABS FOR RENT

- ALL VITOS FROM £190PW TX4 from £190pw +TXII from £160pw, all taxis well maintained, first 2 weeks 50% discount, full back up with spare cab, taxi recovery with spares on board, 24hr garage based in E2, pay at any HSBC/Internet Banking, call Andy 07970 915778
- TX4s FROM 200PW. NO ADS. Full back up with spare cab. E1 garage. Phone 0207 481 2584
- TX4 12 PLATE, BLACK, NO ads, £210pw. Sutton/Surrey based, lovely cab, 07717 854342
- VITO 63 REG FOR RENT. £235pw. 1 week rent free. Call 079476 44541

CABS FOR SALE

- TX4 12 REG. EURO 5. Black, elegance. Well maintained. FSH. 1 owner. Retiring. Plated until March. 91,600miles. £17,500ono. Beckenham. 07759 943138
- TX4 17 PLATE FOR HIRE, NO ads, full backup, RAC cover, 07980 288333
- TXII 2006, PLATED. £3500ONO. 07738 773173.
- BLACK TX4 15 REG. EURO 5 elegance. 78,000 miles. Excellent condition. £25,000ono. Service history. 07970 002729
- TXIIs/TX4s, ROMFORD based, from £175pw, 24-hour backup, own garage, body shop, 01708 347288/07715 512263

DRIVERS WANTED

- FRIENDLY/RELIABLE DRIVER wanted – TX4 (2010), no adverts, full back-up, 220p/week. For details call 07966 199657

PLACE YOUR LINAGE BY WEDNESDAY JANUARY 16TH FOR TAXI 435

UP TO 15 WORDS: £35  UP TO 25 WORDS: £45  UP TO 35 WORDS: £55

CALL JACK ON 01727 739 196

CABS WANTED

- ALL TXIIs & RETIRING TXIIIs wanted, instant decision - cash paid. Tel: 07973 335739 or 01253 407500
- ALL CABS WANTED, WE come to you, top prices paid, cash/ bank transfer, instant decision, finance settled, non-runners or sell & rent back, call 07956 317300
- CABS URGENTLY WANTED, Any condition, cash same day, sell and rent back. Call Roy 07448 132226
- GOOD, CLEAN TXIIs & TXIIIs wanted, top prices paid, quick viewing, North London based, Graham- 07435 562759 oldlondontaxis@yahoo.co.uk
WE ARE OPEN ON SATURDAY

OPENING HOURS  Monday - Friday 8.00am - 5.30pm  •  Saturday 8.00am - 12.30pm

Let's Talk Taxis!

M & H Taxis
Fast & Friendly Garage that looks after your Taxi like its one of their own.

Servicing / MOT
We have a no booking policy, call us and we will fit you in for any services and a MOT.

Body Work
From repairing minor paint damage, to replacing whole body panels, we pride ourselves on the quality of our workmanship and our commitment to customer service. We are approved repairer for all leading insurance company and non fault accidents.

32 Verney Road, London, SE16 3DH
Tel: 020 7231 2735  Mobile: 07958 231 525

Taxi Rental
New drivers always welcome with a number of TXII and TX4 to hire at competitive rates

Authorized VOSA TEST CENTRE
mytaxi is going your way.

Going Home is here, bringing you those extra jobs!

Download the app at d.mytaxi.com or swing by our driver office on Great Suffolk St.