

**COVER STORY:**

STEVE MCNAMARA **Page 5**

**EXCLUSIVE: LAUNCH OF  
RANGE-EXTENDING TYRES  
FOR ELECTRIC TAXIS: Page 14**

**TAXI**

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9th August 2022 #522

Welcome to  
**Sainsbury's**  
Jo Bertram

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**LTDA**  
Taxi House 133 Great Suffolk Street,  
SE1 1PP  
T: 020 7286 1046 | www.ltda.co.uk  
@TheLTDA

**Editor**  
Katie Combes  
E: editor@ltda.co.uk

**Commissioning Editor**  
Mike Williams  
E: taxieditor@centuryone.uk

**Produced by**  
Century One Publishing Ltd  
Alban Row, 27-31 Verulam Road  
St Albans, Hertfordshire, AL3 4DG.  
T: 01727 893 894, F: 01727 893 895  
E: hello@centuryone.uk  
www.centuryone.uk

**Advertising Sales Executive**  
Loren Wedderburn T: 01727 739184  
E: loren@centuryone.uk

**Creative Director**  
Peter Davies

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*Congratulations Mr Peter Martin! July's winner was Peter Martin, who has been an LTDA member for over 20 years. Peter told us that the money will probably be spent on his grandchildren or on a holiday with his lovely wife to celebrate their 50th wedding anniversary, which they were unable to do as it occurred during lockdown.*



Cabbie, Peter Martin, collecting his cheque for £5,000 from LTDA Chairman, Paul Brennan

To be in it to win it, call **020 7286 1046** and ask about the LTDA Lottery.

### TFL FAILS TO REACH FUNDING AGREEMENT WITH GOVERNMENT

The deadline for TfL and the Government to agree a long-term finance plan passed without one in place last week. TfL Commissioner, Andy Byford issued a statement, suggesting that discussions were ongoing. He said, "We have previously set out to Government that we would need £927m for the remainder of this year, as well as a long-term capital funding deal to support London's economic recovery. We are in active discussion with the Government to ensure that the draft funding proposal that they have made is fair and deliverable and can prevent the managed decline of the capital's transport network. We hope these discussions can be concluded successfully soon."

The plan was supposed to end the cycle of short-term Government bailouts, which kept TfL afloat when fare income collapsed during the pandemic and over the two years since. Speaking to ITV London, Transport Secretary, Rt. Hon Grant Shapps MP stated that there was "no more money" on the table. Meanwhile, Mayor of London, Sadiq Khan, has made it clear that without the right funding deal there would need to be programme of cuts to the bus, tube and cycle networks.



### KHAN URGED TO HALT SILVERTOWN TUNNEL PROJECT

Mayor of London, Sadiq Khan, has been urged to halt the Silvertown Tunnel project "at the eleventh hour." Work on the much-needed new river crossing – a four lane tunnel under the Thames – is due to begin imminently, with tunnelling equipment reportedly already on site. Green Party London Assembly Member, Sian Berry has called for a last-minute rethink, arguing that the Tunnel will increase traffic and worsen pollution. The Tunnel is also facing widespread opposition from within Khan's own party, including shadow climate change minister, Matthew Pennycook, whose Greenwich and Woolwich constituency would contain one end of the tunnel, and Lyn Brown, the Labour MP for West Ham, where the other end would be. Eight constituency Labour party groups have also reportedly passed motions opposing the plans in recent months. In spite of this, the Mayor has continued to defend the scheme, highlighting the urgent need for more river crossings in the East.



### UK GOVERNMENT NOT DOING ENOUGH TO HELP DRIVERS

Fuel prices in the UK remain some of the highest in Europe, according to data from *RAC Europe*. The data also revealed that only Luxembourg and Croatia have done less to combat rising prices at the pump resulting from the Russian invasion of Ukraine, for petrol and diesel respectively. The UK government implemented a meagre 5p cut in fuel duty back in March.

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# Disgraced Uber Exec Welcomed at Sainsbury's

**Bertram's involvement in much of the Uber story is well-documented so why would a company like Sainsbury's employ her?**

## Steve's comment

**I can't tell you why, but for some reason, I have always felt that the supermarket giant, Sainsbury's, was a brand to be liked and trusted.**

My view is probably the result of years of clever marketing and advertising, which has worked its way into my psyche to such an extent, that I hear Sainsbury's, I think reliable, established, family brand. This is probably why I was disappointed to hear that former

head of Uber in northern Europe (including London), Jo Bertram, had been appointed, as a non-executive director, on the board of my favourite grocer.

Bertram worked for Uber for four years, she was heavily involved in everything Uber did in London, including all the now, admitted, illegality that led to their licence being refused in 2017. Her involvement in much of the Uber story is well-documented, so why would a company like Sainsbury's employ her? Are they considering becoming some sort of belated 'disrupter' or perhaps no-one



thought to Google her before offering her the role?

After the damage she and her ilk did to the taxi and private hire industry in London and around the country, with many

of those adversely impacted almost certainly being Sainsbury's customers, I thought it only right that I should write to the CEO and Chairman of Sainsbury's to question their decision. ■ LTDA



The Licensed Taxi Drivers Association  
Taxi House  
133 Great Suffolk Street  
London SW1 1PP

Simon Roberts, Chief Executive Officer and  
Martin Scicluna, Chairman  
Sainsbury's  
33 Holborn  
London EC1N 2HT

Dear Mr Roberts and Mr Scicluna,

I am writing to express my concern regarding the recent appointment of Jo Bertram as a non-executive director and board member of your Corporate Responsibility and Sustainability Committee.

You may not be aware, but during Ms Bertram's time as Uber's regional manager for northern Europe, a role she left in late 2017, she was instrumental in a number of extremely controversial activities. She has also been shown to have used purposefully opaque language and obstructive and underhanded tactics to obfuscate her own culpability and undermine law enforcement authorities.

Ms Bertram has never been held accountable legally for this behaviour, but we believe it clearly demonstrates a serious lack of character and integrity which is not compatible with Sainsbury's vision and values. Sainsbury's is a British institution which strives to be "the most trusted retailer" and lists core values as integrity, transparency and being a responsible business. We do not believe Ms Bertram's conduct during her time at Uber and specifically as the Director of Uber London Limited (ULL), embodied these values. This brings into question her suitability for this important appointment focused on corporate responsibility.

To briefly outline some of the most egregious examples, in 2016 an employment tribunal ruled that Uber's workers were not, as the company under Ms Bertram's leadership argued, self-employed, and were in fact entitled to the national minimum wage and other rights, such as holiday and sick pay. In their ruling, the Judges noted Ms Bertram's unflinching attitude to the company's wrongdoing, describing her as giving "grimly loyal evidence." They commented further that they could not help "being reminded of Queen Gertrude's most celebrated line: 'The lady doth protest too much, methinks.'"

A recent investigation by the Guardian based on hundreds of documents released by an internal Uber whistleblower, covering the period of Ms Bertram's tenure at ULL, referenced Ms Bertram as having allegedly used illegal technologies that breached the privacy of users to track an employee. Under her leadership this technology known as 'Heaven' also seems to have been used to track key stakeholders, including the then Commissioner of Transport for London, Sir Peter Hendy – allegations which are now under further investigation.



Ms Bertram was also the Director of Uber London Limited (ULL) when the company lost its licence to operate in London over concerns about the company's conduct and whether it was a 'fit and proper' operator. One of the key issues, was the company's use of so-called 'Greyball' technology, which was used to evade enforcement by the Police and regulators including Transport for London. ULL appealed the decision to revoke its licence. During the court hearings on the appeal in 2018, TfL witnesses presented email evidence which showed that Ms Bertram had actively approved and even encouraged the use of illegal anti-enforcement measures, designed to evade proper regulation and law enforcement authorities.

I have enclosed the Witness Statement from a TfL employee which includes quotes from Ms Bertram's emails presented as evidence, for your reference.

At the time, ULL tried to claim that Ms Bertram had only been "exposed to" discussions about the use of the illegal 'greyball' technology, but the emails clearly show that she was actively discussing it with colleagues and encouraging its use. As shown in the following extracts from pages 42 and 43:

"If the police were stopping cars by looking at the App for available cars [or by booking a car] then I would definitely be more aggressive on closing down the view and/or greyballing... If we know who was stopped and when we can track down the users doing this... the first hearing is on Monday, right? I think the outcome here will be pretty influential in how we think about this."

She also replied to emails about the use of greyball and seemed to commend its use as shown here:

"We just fixed the location scrambler so that when you open the app you will see cars in randomized locations. If they start ordering cars then we could greyball them", and "Scramble is up and running now. We can also add a fake POP view when we have a list to greyball." Ms Bertram's response to these emails was "Great — I assume you've let and teams know that".

Finally, she seems to have actively sought out anti-enforcement measures, as shown in another of her emails provided to the Court:  
"Thanks [blank] super useful summary — great job. Speak to [blank] / Florian regarding any other anti-enforcement measures available to us here."

I hope that you will take this information into consideration as you work to transform Sainsbury's, deliver on your Plan for Better and continue to be leading, responsible business, which always tries "to do the right thing," in the UK.

Your sincerely,

**Steve McNamara, General Secretary**  
Licensed Taxi Drivers' Association



# We're Still Fighting for Access

Things won't always go our way, but if we don't say anything, then things definitely won't change.

## Top rank

**W**ith business pretty good at the moment, it can be easy to forget the horrors of the pandemic and to feel like we've really turned a corner. There is unfortunately one legacy from the pandemic, which continues to plague us – the bus and cycle-only and other traffic management schemes denying taxis access.

### Taxi access

At the height of Covid, these schemes were justified as a way to promote social distancing and active travel. Since then, some have been changed or removed, as they were found to be doing more harm than good, as normal life resumed. An example is the Euston Road westbound cycle lane and now (no doubt very reluctantly for some) work finally gets underway to remove the eastbound section. Unfortunately, others like Bishopsgate, are still in place, and TfL and the London Boroughs are consulting on whether to make some schemes permanent.

For the cab trade, the key thing is that any schemes that stay in place give taxis the access they need and deserve, in line with their special status, as the only door-to-door, accessible form of public transport. I know it feels like a never-ending argument and years of back and forth on schemes like Tottenham Court Road, Bank Junction and others, but we need to keep shouting about it and keep the pressure up, or who knows what they will do next! Things won't always go our way, but if we don't say anything, then things definitely won't change.

### Bishopsgate consultation

TfL are currently consulting on the future of the Bishopsgate A10 corridor scheme. I know what you are thinking, 'why bother responding?'. Yes, it may just be another tick box exercise and the decision makers may have no intention of changing their plans based on the responses they receive. But remember, the leadership at TfL and City Hall has changed. Yes, Will Norman etc. are still there, but we have a new Commissioner and a new Deputy Mayor for Transport, so it is worth having the argument again.



Also look what happened in the City of London. In 2021, we encouraged members to respond to the Corporation's consultation on the All Change at Bank project and the future of Bank Junction. Whilst the Corporation officers ploughed on, regardless of the overwhelming response that they received from taxi drivers and our passengers, following pressure from the council and aldermen, they are now undertaking a full review of the restrictions. This includes looking at giving licensed taxis access to an East and Westbound route through the Junction. This would not have happened, if we hadn't kept banging on about it. That's why I would encourage you to now respond to the Bishopsgate consultation.

### Customer voice

I would also encourage you to ask your customers to respond to the consultation. If you pick up anyone in the area, please tell them how their journey will be affected and ask them to fill in a response to the consultation, if they can. You can get them to scan the QR code below with their phones and it will take them straight to the survey.



**Just make sure you don't touch a phone to help them whilst you are behind the wheel!**

### What to say

The consultation asks lots of questions about whether things like congestion, traffic noise and air pollution have improved and if it has become easier

**"For the cab trade, the key thing is that any schemes that stay in place give taxis the access they need and deserve."**

to get around. All of these we would strongly disagree with, as Bishopsgate might be empty, but on the surrounding streets congestion, air pollution and noise have all increased and it's become much harder for anyone seeking to access destinations within the restricted areas by taxi. There is also a question for local business owners, which, as far as I am concerned self-employed taxi drivers can answer, as the fact is the scheme has negatively impacted our business.

Question 3 is the key one for us, which is your chance to respond that the scheme is causing issues and needs to be changed. Then, the change we need, is for licensed taxis to be given the same access as buses.

### Bank Junction

As I have already mentioned, in April 2022, the City of London's Court of Common Council approved a motion that called for a review of the restrictions at Bank Junction, including giving taxis access. Later, in May, officers presented a plan for such a review to the Streets and Walkways Committee. This review is now in progress.

### Concerns

After reading the review plan, we have some serious concerns. It seems to be set up in a way, which makes granting taxis access more complicated than it needs to be. If you ask me, it looks like the officers are trying to muddy the waters, for example they are suggesting that they would need to look at the sensitivities around granting taxis access and not PHVs. Why? Taxis and PHVs are completely different things, with different rights and responsibilities. We can go in bus lanes and they can't. We have special status, they don't. I could go on all day, but you know it all already.

The review also has two phases. The first phase will look at the potential impact of the four different options they have set out for changing the traffic mix. These are adding taxis, adding taxis and motorbikes, adding motorbikes or restoring access to all vehicles. They will then decide which options to take forward for more detailed analysis and consultation. This means that they could potentially decide not to progress an option which includes taxis to the second phase and fully consider it, which was the whole purpose of the review in the first place!

We have arranged a meeting this week, with the officers leading this, to discuss our concerns. We want to make sure this review paints a fair picture of the benefits and importance of giving licensed taxis access to this crucial junction. **LTDA**



# curb

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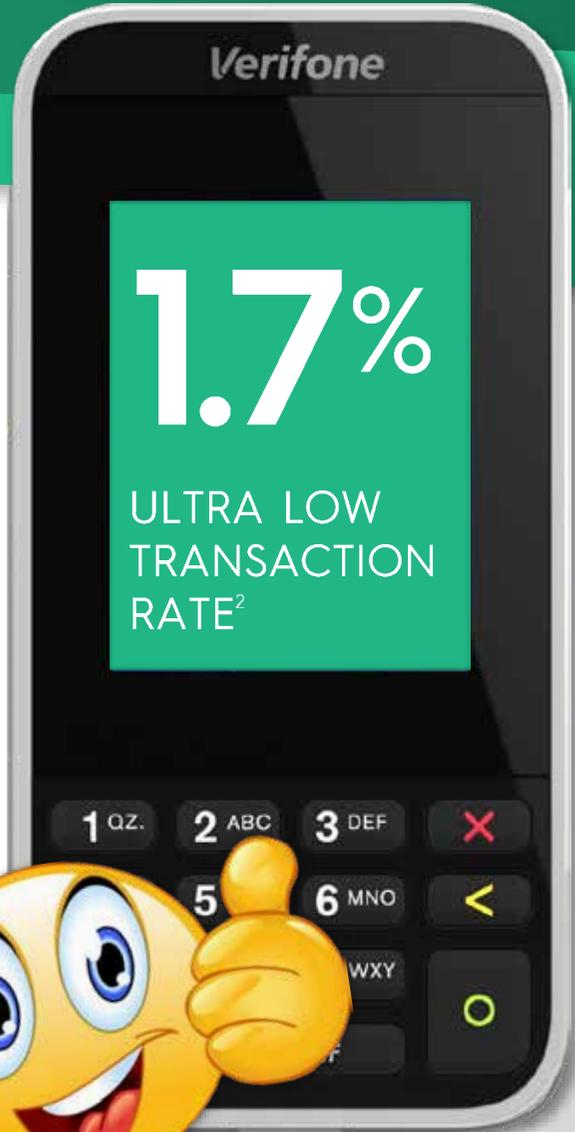
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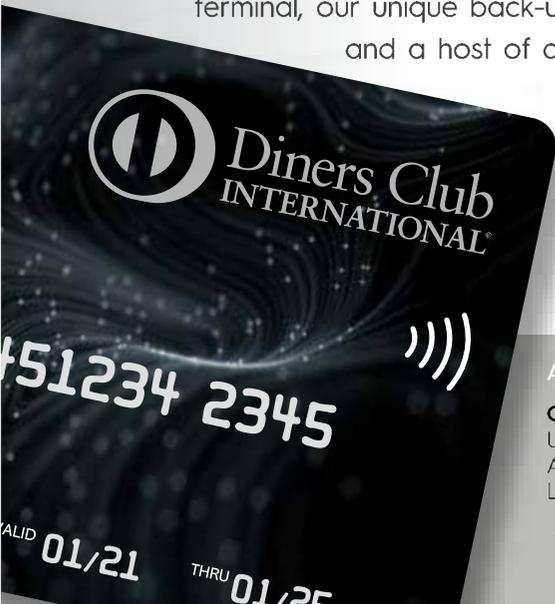
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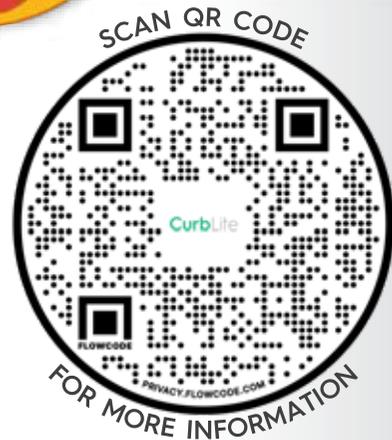
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# Tottenham Court Road Enforcement

All the signs and necessary Traffic Management Orders (TMO) are in place, giving Camden the power to issue tickets, if they choose to.

## Streets ahead

As most drivers will know, back in March 2021 the London Borough of Camden's West End Project went live on Tottenham Court Road (TCR), with sections open to buses and cyclists only, between 8am and 7pm, Monday to Saturday. TCR was also made two-way to traffic and Gower Street / Bloomsbury Street also changed to two-way traffic between Grafton Way and High Holborn. These changes have made the area extremely difficult to navigate for drivers and if you ask me, it's now a no-go area, because the routes you have to take to avoid the restrictions are ludicrous and often congested.



and identified many vehicles ignoring the signage and using TCR northbound. To me, this suggests that we will start to see the restrictions being enforced and fines being issued shortly. We don't know when this will be, so don't risk it. You don't want that nasty letter landing on your doorstep. So be careful and don't take a chance.

### More harm than good

As far as I am concerned, these changes were completely unnecessary then and are even more so now, post-pandemic. Camden has spent millions of pounds on a scheme, which has made it more difficult for anyone wanting to visit the retailers or the many bars and restaurants in the surrounding area, and likely done more harm than good.

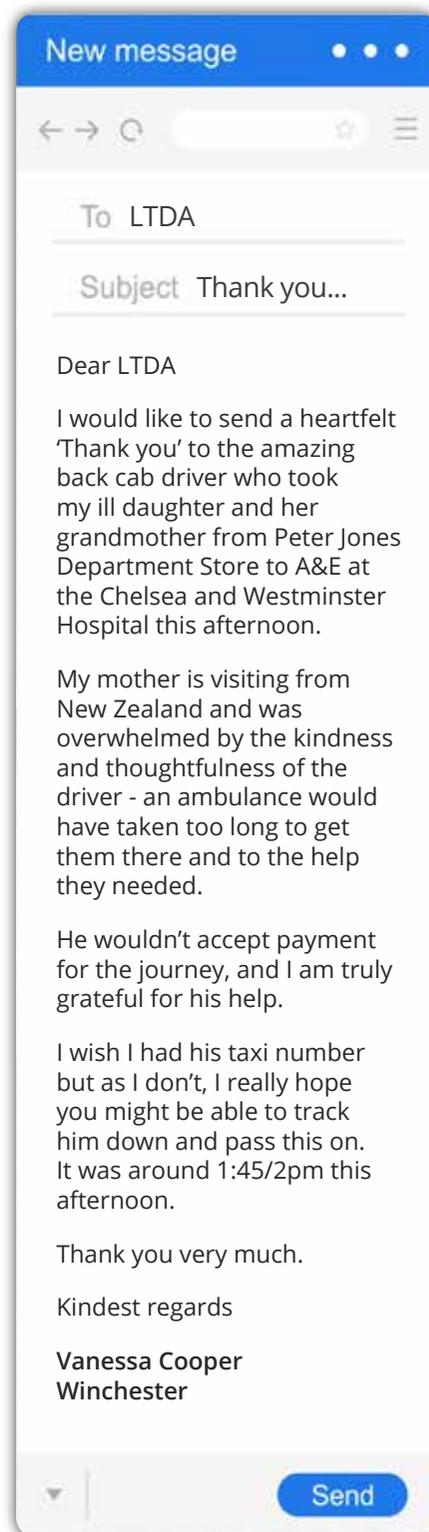
The most ironic part about this for me, is that with the opening of the Elizabeth Line and the new station at TCR, TfL take pride in advertising the benefits of step-free access, but for disabled people particularly wheelchair users,

those with limited mobility or those simply less able to walk or cycle, any onward journey now becomes extremely difficult and potentially impossible. And it's not just an issue for those with mobility issues. I'm sure many drivers have picked up a fare, perhaps an older couple or lady, who got a bit carried away at the shops on Oxford Street, laden with bags, wanting to make a quick trip to the nearest station, because they can't manage the walk.

When we question the scheme and call for taxi access to ensure that we can continue to provide a vitally important, door-to-door, accessible service, the Mayor of London and TfL usually try to brush us off by saying that the road is administered by Camden and it is their scheme. The truth is that the changes were actually part funded by TfL and would not have been possible without their support. Once again, our regulator seems to be failing to prioritise or even recognise the importance of the service taxis provide. ■ LTDA

## Hero driver

On 28th July, we were sent the following email by a very satisfied customer. If you are reading this and were driving this cab, well done! You are a credit to the trade. This letter demonstrates exactly what I am talking about – we provide an essential service and it's vital that we can continue to do so.



## Don't get caught out

I have heard that some drivers have still been using restricted sections since these were put in place, without ever receiving a ticket. This may well be the case, as I personally have never helped a member to appeal a PCN for an offence they have committed on TCR. But I must stress, that all the signs and necessary Traffic Management Orders (TMO) are in place, giving Camden the power to issue tickets, if they choose to, so we would strongly advise against using the restricted sections.

This did however make me wonder why Camden hadn't been issuing tickets? I have my suspicions, as to why this is. I think that Camden Council has probably been waiting to see the final outcome of our Bishopsgate case. As many of you will know, for some time we have been waiting for a decision from the Supreme Court, on whether it would hear our appeal, following the shock reversal of the High Court's decision that the Mayor and TfL acted illegally, when they banned us from Bishopsgate. It now seems that I may have been right. It can't be a coincidence that when the Supreme Court rejected our appeal, Camden straight away issued notices to residents and businesses.

The notices advised residents that Automatic Number Plate Recognition cameras had been monitoring vehicle movements

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## Airports & beyond

**T**he Heathrow Terminal Drop-Off Charge has now been running for three months and PCNs are still coming through thick and fast. It's not always the driver's fault. The system still has a few kinks that need to be worked out, but please do be extra vigilant when paying the charge - make sure that the payment has gone through and keep the receipt, because drivers are still being caught out!

### Terminal 3 fines

Often a driver believes that they registered their Vehicle Registration Number (VRN), only to find that they didn't complete it properly and they go on to be fined. Make sure when registering, that you are confident that the system has all your details.

10

Perhaps the biggest issue, that I am dealing with for a number of drivers at the moment, is with Terminal 3. If you are picking up a job at Terminal 3 and are already in the system, coming from the Feeder Park, you bypass the T3 drop-off zone. If there is a large volume of traffic (often early in the morning and late at night), you may find yourself stationary whilst enroute to T3, and a PCN may be

issued, as the cameras mistakenly assume that you are dropping off. My advice is to try not to use the last lane. Instead, go into the lane which reads, 'Taxis only'. I know we shouldn't have to do this, but I would also recommend that if you are making this trip, that you write down the time and date you were sent to T3. Then, if you do get a PCN, it will make it a lot easier to track down the evidence we need to dispute it.

Recently, I have also had drivers receiving debt recovery letters because they never received the PCN or the reminder. It then immediately jumps to debt recovery, with the fine rising to £150. If you plan to go away for a considerable length of time, please try to get someone to check your post, maybe a neighbour or a family member, as once a PCN goes to debt recovery, it's a lot harder to appeal.

Finally, I understand that it's distressing to receive PCNs, but try not to panic if you do, as we usually have a few weeks to appeal. I'm always willing to help and I try to get back to drivers swiftly, however I would ask that you only contact me for help with PCNs during business hours, wherever possible.

### Feeder Park tags

The Feeder Park has been very busy in the last few months, often in and out, but there has been a



huge issue with the distribution of tags, preventing drivers from working it. New tags have been on order for the past few months, but Heathrow have had an issue with their supplier. As a result, there are now over 600 drivers on the waiting list for a tag, and worse still, drivers with existing tags that have been damaged (often through no fault of their own), can't work the airport.

Tags can be damaged by over exposure to the sun and as they get older, they also snap easily. In some cases, drivers have also lost or misplaced them. These things happen but it is frustrating that now it is impacting drivers'

ability to make a living. I am in communication with Heathrow on this. They tell me that it's a worldwide issue and they are chasing daily for the stock. Other options have been explored, but they have not been workable.

The airport has slowed down recently, with drivers seeing waiting times of two hours plus. This is likely due to the cancellation of many flights and the school holidays, but I'm hopeful the issue with tags will be resolved before we enter into our busy period in September. I am monitoring the problem and will keep you updated. ■ LTDA



## Best service in the world

I had a call last week from a very distressed customer, who had left her bags in the back of a cab. She explained that a female driver had picked her up from The Chelsea Potter and dropped her at Elm Park Gardens. The customer had recently lost her sister and was grief stricken and so wasn't concentrating. She was distraught and couldn't think what to do. Eventually, she decided to hail another cab and explained the situation to the driver. The cabbie gave her my number and said I might be able to help.

I assured the customer that whoever had her bags, she would likely do all she could to return them, but had probably picked up another fare, so couldn't get back to her immediately. I then put a call out on Twitter. Within minutes, I got a reply from a lovely lady called Jayne, saying that she had the bags. Jayne had picked up a fare to St Pancras. She had tried to find a way of contacting the customer on Facebook and other forms of social media. She had remembered how upset her passenger was and was desperately trying to reunite her with her bags. I connected the two ladies to each other and within a few hours of losing her possessions, the very grateful customer had her belongings back.

I doubt any other taxi service would be that efficient! But hey, I'm biased. Well done to Jayne, who proved that we really are the best service in the world!

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# TAXI Talks to Lisa Seymour About and Support Female Cabbies

Lisa had a few preconceptions about the trade and whether it was the right fit for her. Now, she feels extremely proud to have completed the Knowledge and become part of this iconic trade.

## Feature

**L**isa's dad, Vernon, always told her she should do the Knowledge and become a London Black Taxi driver, just like he was. One day, she took his advice. She went for it and she's never looked back. Now, she is helping other women to get into the trade by supporting them through the Knowledge and mentoring them. She is also helping to promote the trade and its many benefits to others.



## Jumping in

Throughout her twenties, Lisa had worked in lots of different "dead end" jobs, but she explains that "none had ever really benefited her." She always seemed to be struggling to fit her work around childcare responsibilities and was never earning enough money to really feel secure. Her dad, Vernon, who was a cabbie himself, often helped Lisa with childcare, as he had the flexibility to do so. He was always telling her that she needed to work for herself and do the Knowledge. She was reluctant at first. She says it felt "impossible" and she worried that "it wouldn't work for her." How could she find the time? Would it be too hard? She tells me that her well-meaning dad also made the Knowledge sound pretty terrifying! He told her there would be no time for a life – no friends, no going out. Looking back, she says he made it sound much worse than it actually was!

Like many people, Lisa also had a few preconceptions about the trade and whether it was the right fit for her. She tells me that she couldn't remember ever seeing a woman driving a taxi at that point and she wondered if she would be welcomed into the trade. Her dad didn't entertain any of these worries. He told her "not to worry about any of that" and that she "just needed to do it", which was exactly what she needed to hear.

Eventually, in her mid-thirties,

she decided to go for it. Her dad had very sadly passed away by that point, but if anything that pushed her even more, as she knew that that was what he wanted for her. And it turns out he was right!

## Flexibility and freedom

Lisa came out at the end of 2018, having completed the Knowledge in three years and nine months. She says she gave it her all, she gave up her job and really threw herself into it. Now, she "loves her job" and feels "extremely proud to have completed the Knowledge and become part of this iconic trade."

Lisa describes the freedom driving a cab gives her, as "the best part of the job." She explains that working the cab allows you to do whatever you want, when you want to do it. She can earn good money and still find the time to do school pick ups and drop offs and accompany her kids on things like school trips, which she couldn't do before, when she was working ordinary nine to five jobs.

Lisa rents a white LEVC TX. When she first started driving, she had an older diesel cab, but once the TX was released, she saw how nice they looked and heard lots of good things. She decided that was the way to go, particularly because the vehicle could fit more people in it and was cheaper to run. She also notes that she liked the

# Her Work to Inspire

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London taxis: The cabbie teaching women the Knowledge for free

environmental benefits too and it felt like the right choice. She went for white as she also does weddings in the cab, which she says is a good line of work.

### Tips for the Knowledge

Lisa told me that getting through the Knowledge wasn't easy as a woman, and a single mum. She remembers "what it was like", so now she works to support others in the same boat. Her advice for others considering taking the Knowledge, is first and foremost, get yourself to a Knowledge school. She explains "that is where you will get all the support and information that you need and it's a great little community of people all doing the same thing and helping one another." She explains how you can find other people in a similar place and then create your own group. Today, Lisa still has the friends she came up with, both male and female, who she studied with and it's a really great support network. They keep each other updated about work levels and what's going on out there. She says, "the Knowledge is likely the hardest thing you are going to do, but you'll get it, in the right environment and with the right encouragement."

Lisa also became a point collector, which gave her free membership of a Knowledge school. When she was standing outside the Carriage Office collecting points, she also met lots of people, many of whom she ended up studying and sharing knowledge with. What she found, was that once you know what you are doing, there is a real flexibility to learning the



"The Knowledge is likely the hardest thing you are going to do, but you'll get it, in the right environment and with the right encouragement."

Knowledge and that's what she thinks is great about it, "you can learn in your own way."

### Becoming a teacher

One of the teachers at the Knowledge school helped Lisa massively and mentored her through the process. She returned to the school regularly, after she got her badge, to see how everyone was getting on. She also kept in touch with her mentor, Reece, who also became a great friend. Reece encouraged her to think about teaching. She was hesitant at first, but then one day he asked her to cover for him at short notice. She found that she had a real nack for it.

Lisa then started teaching a class of her own, specifically for women. During the pandemic, this moved online. She did a two hour class via Skype, once a week, for 6 to 8 women, basically doing mock appearances. Lisa loved having the opportunity "to share her wisdom and knowledge." After the pandemic, she found some premises in a hall, which a group of ladies met at every week. Unfortunately, that space was sold, so she is now looking for a new venue and at the moment is offering one-to-one sessions online instead. She is also mentoring a woman who goes to her home once a month for a catch up.

### Uber who?

When I ask Lisa how she thinks things are going for the trade, she tells me that as far as she was concerned things were pretty good when she first started driving at the end of 2018. Now, post-pandemic, business is booming. "I've never known the

trade to be like this," she says. For Lisa, a lot of the negativity about the trade just doesn't register, people often ask her 'What about Uber?' 'Hasn't Uber destroyed the cab trade?' Her reply is usually something like "What's Uber?" She says the failing minicab company, "has no bearing on my work at all" and it's a non-issue, although she understands that for many, who were driving when Uber first appeared, that it was a very difficult time.

### Focus on the future

Sometimes, Lisa feels that negativity can breed negativity. She believes that everyone should be more focused on the future and what's happening now. Lisa feels confident about the future of the taxi trade. She said, "I am not worried about the future of the trade at all, we will be here for however long and its all going well." She explains that for her, the key thing the trade needs to focus on is promoting the trade and encouraging more people, from all backgrounds and genders, to consider it as a career choice. This is something that she is actively trying to do. She took part in a campaign run by LEVC to promote women in the trade on International Womens' Day and did various media interviews, including speaking with Vanessa Feltz on BBC Radio London. She has also recently been filmed by the BBC about her life as a London cabbie and how she is working to support other women to get into the trade.

Lisa doesn't love the spotlight. She says that she hates most photos and the thought of actually being on TV makes her feel a bit sick, but she is doing it for the trade. "Anything I can do to promote the trade, I will do," she says. Keep up the great work Lisa, your Dad would be very proud.

TAXI

# ENSO to Launch Range-Extending Tyre for Electric Taxis

New tyre designed specifically for the electric taxi market hopes to deliver significant cost savings and environmental benefits.

London-based EV tyre manufacturer, ENSO, is set to launch a new tyre, specifically designed for electric taxis. The first phase of the launch, this summer, will see ENSO's advanced TX1 electric vehicle tyre, "the world's first range-extending 'A'-rated tyre specifically designed for electric taxis" fitted to more than one hundred electric LEVC TXs. This will be followed by ENSO's wider rollout of its tyres to individual consumers later in the year.

Working in collaboration with digital financing platform Zeti, ENSO will offer a Pay-Per-Mile Tyre model, giving Zeti fleet drivers access to better tyres with no upfront cost. By turning the traditional industry model on its head, ENSO can prioritise the development of longer lasting, more energy efficient tyres specifically for the taxi market.

TAXI spoke exclusively with Gunnlaugur Erlendsson, known simply as G, CEO of ENSO tyres ahead of the launch. He told us that he is looking to harness "the best of the tyre industry and adapting and applying it to an overlooked market and a specialist niche, which can benefit greatly from it."

## Benefits for drivers

By offering its TX1 tyre with zero upfront cost, ENSO is not only removing a significant barrier to the affordability of high-quality, low-emission tyres, but offering drivers enhanced EV range and performance, as well as savings on running costs by using less energy per mile. The tyre's unique compound and construction means that they dissipate heat faster and are therefore more energy efficient.

G told TAXI that whilst he can not currently put an exact figure on it, he expects that the tyres could extend the range of a TX by making the vehicles more energy efficient.

The first phase of the launch will also be an opportunity to gather data on the tyres and vehicles performance as the vehicles will be fitted with telematics devices, which are already used by



Zeti, as part of their innovative financing system.

Particulate matter is rapidly becoming the new buzzword and issue that policymakers are focusing on, with adopting zero emission vehicles increasingly no longer seen as enough to clean up our air. Particulate matter from tyres is a major source of UK air pollution according to DEFRA. Tyres on electric vehicles are known to experience between 20 and 50% more wear due to the increased weight and torque of the vehicles. EVs therefore create more tyre pollution than traditional petrol or diesel vehicles and the use of ENSO tyres could potentially significantly reduce this.

ENSO also has big plans to roll out the tyres for the wider taxi market and individual drivers, including opening a dedicated hub and tyre station in a central London location later this year to provide servicing and support for drivers. They also plan to offer a special, highly competitive rate for "early adopters" which "drivers won't be able to say no to."

The company's CEO seems

to have really taken the time to get to know and understand the taxi market in London. He hopes that the new tyres will address many of the issues drivers currently experience. He notes that he visited LEVC and has also talked to drivers about issues with uneven wearing on the inside shoulder of the tyre on the driver's side, which the edge on an ENSO tyre, is now designed to combat.

## Gunnlaugur Erlendsson, Founder and CEO of ENSO comments:

"The traditional tyre industry business model incentivises volume and indirectly creates huge levels of tyre pollution, and enormous tyre waste at their end-of-life. As EV sales grow this problem is also getting worse, given that EVs wear tyres 20-50% faster according to Michelin and Goodyear, due to their heavier weight and higher torque."

"ENSO's Pay-Per-Mile Tyre turns the traditional tyre distribution model on its head by selling miles rather than tyres, incentivising more durable products. Only by making fewer,

better, longer-lasting tyres will we address the growing problem of tyre pollution and waste resulting from an outdated industry model. ENSO's Pay-Per-Mile Tyre reduces total cost of ownership while helping to manage cashflows, while increasing EV range and reducing tyre pollution."

## Dan Saunders, Founder and CEO of Zeti comments:

"We've proved the Pay-Per-Mile model for financing vehicle fleets, so why not also apply the model to the tyres of those same vehicles? ENSO's product speaks to exactly what we are looking to achieve as a company – accelerating the way to cleaner fleets and lower pollution through innovation. Working with ENSO now gives us a holistic solution for fleet owners, making running their fleets simple, affordable, and transparent."

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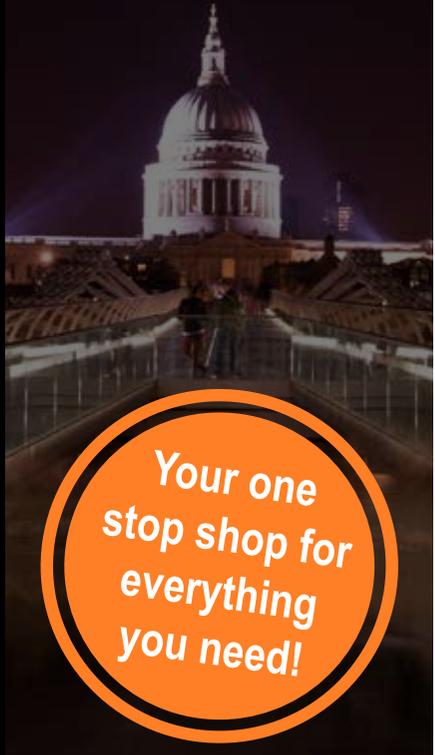
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# The Uber Files - We Told You So



I laughed, I cried, I hurled. And, upon watching, I was a tad vexed to say the least.

## A man in black

**W**hen returning to The Crypt of Doom, A.K.A chez Kenners, I like to occasionally unwind with a good, old telly repeat. With the remote control to my state-of-the-art zoetrope in-hand, I begin scanning BBC iPlayer. Would it be a classic Hammer House of Horror film starring Caroline Munro, or perhaps a low budget grindhouse such as *Dear God No!?* After several minutes of intense perusal, I settle for the *Panorama* classic, *Taking Us For A Ride - The Uber Files*.

In ode to Wayne Campbell, the titular character from *Wayne's World*, I laughed, I cried, I hurled. And, upon watching, I was a tad vexed to say the least.



methods worked. The government, led by ex-PM David Cameron and George Osborne, swallowed every word that was fed to them, like a desperate singleton at prom willing to dance with anybody.

There is no doubt that the Government did their due diligence — and therein lies the problem. Despite being fully aware of the concerns surrounding Uber, they allowed them to continue operating with impunity. In fact, it could be argued that Uber was more powerful than the then Mayor of London Boris Johnson.

The volume of sexual assaults by drivers worldwide, the lack of ethics surrounding Uber's treatment of its workforce, the use of a killswitch when faced with investigation, the acceptance of violence during protests in France and putting their own drivers in danger should have been enough to reduce their operating licence to mere toilet tissue. However, inexplicably the Government acted with a *laissez-faire* attitude toward the company; allowing them to continue their UK operations unhindered. This, of course, brought the safety of the travelling public into question, as well as causing the fiscal ecosystem of the taxi and PH industry to implode. As a result, this plunged the most highly-qualified and regulated taxi service on the planet into a fight for its very existence.

With *Panorama* highlighting alleged undisclosed lobbying by Uber to both Cameron and Osborne, it could be argued that a number of members of the Government breached several of the Nolan Principles: principles which govern the ethical standards of public service holders.

## Far from impressed

While some may be relieved that both *The Guardian* and *Panorama* have finally made public the misdeeds performed by both Uber and the Government, it's rather disappointing and singularly unimpressive that it has taken several years to expose its failings. It's fair to say that in-depth investigations do take time (and money), however, to take almost a decade to expose something which the LTDA, as well as other organisations, had known about from day one is rather disturbing.

For many years, the cab industry has had to contend with accusations of fearing competition, crying wolf, exaggeration and acting upon self-interest. Those who spoke out against Uber were mocked, with derision coming from many quarters — including numerous politicians. So what has happened to prompt the current investigation, and why now?

## Vinnie Jones for Bond

The only real way to obtain any answers would be through

a public enquiry. However, this costs money and the Government, nor the taxi industry, would like the results. But lessons would be learned, of course. The likelihood of an inquiry may be as remote as Vinnie Jones being selected to play the next James Bond — it would be the equivalent of turkeys voting for Christmas.

So, where do we go from here? (I've now got *Haircut 100's Fantastic Day* rattling around in my head). It is unlikely that Uber will be booted out of the UK, let alone London, so it looks like they are here to stay. That said, with Uber being forced to charge VAT on every job that is completed, as well as its seemingly toxic reputation being publicised to great effect, it may be a case of 'better the devil you know'.

The public has started to realise that the Uber pricing model is nothing more than a case of 'The Emperor's New Clothes'. Costs were always going to have to rise, outside investment was never going to keep them on the floor for an eternity. With Uber's stocks falling and the company becoming a by-word for incompetence where their workforce are concerned, it may actually be more beneficial to retain the status-quo — and the taxi industry able to keep calm and carry on.

**TAXI**

## The Uber Files

Now, for those of you that haven't seen the programme, it's about Uber's misdeeds around the planet and high-level wrongdoing involving the British Government. It felt a little like *Groundhog Day*. All was 'revealed' by Mark MacGann, a career lobbyist who worked for Uber between 2014 and 2016. MacGann identified himself as the whistleblower who provided 124,000 company records that constituted *The Uber Files* (cue the familiar Hollywood voiceover narrating a trailer).

## Power corrupts and absolute power corrupts absolutely

Judging by the Government's behaviour when Uber first came to town, it could be argued that the British Government hadn't exactly pulled up too many trees where honesty and integrity was concerned. Alarm bells should have been ringing when Uber co-founder Travis Kalanik expounded the virtues of moving fast and breaking things, as well as encouraging those allied to him not to ask for permission, but for forgiveness. Despite the man being a walking, talking cliché and arguably a spokesperson for all that is questionable within the industry, the grim irony was that his

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# The Murderous Life of Catherine Wilson

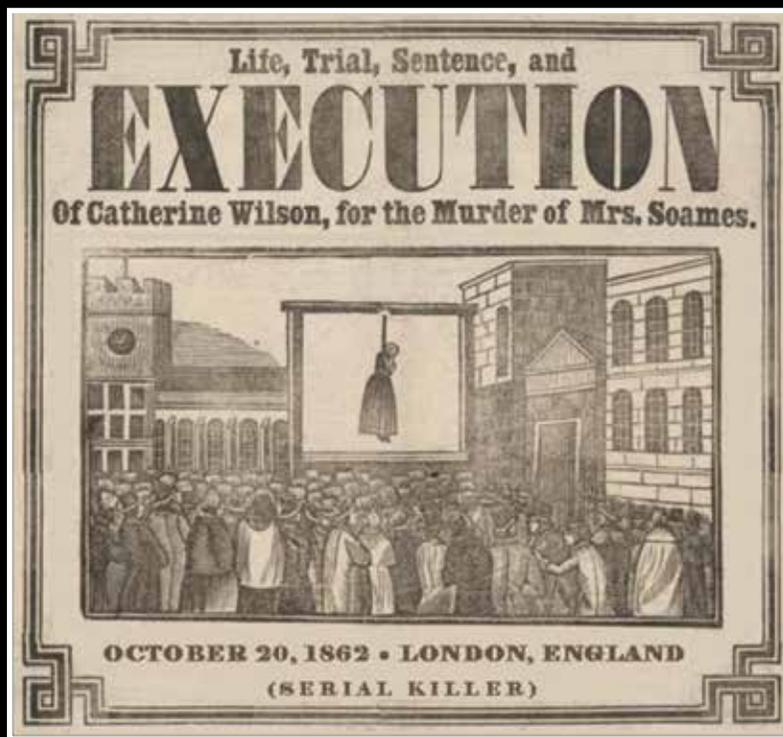
When she arrived in London, in 1854, 32-year-old Catherine Wilson had no need to worry about money.

## Rob's history tips

**B**ack in her native Lincolnshire, she'd been caring for Peter Mawer; an elderly gentleman who'd been so taken by Catherine's kindness, he'd decided to sign his entire will over to her.

When Peter died, his doctor assumed he'd mistakenly overdosed on colchicum; a herbal remedy he'd prescribed to alleviate gout — which is highly toxic in large quantities. Little did he know it was in fact Catherine who'd deliberately administered the lethal dose.

Using her ill-gotten gains, Catherine enjoyed the capital's nightlife, and in doing so she met a man named James Dixon.



The last female to be publicly executed in London

died, Dr. Whitburn again attended, but this time he put the death down to natural causes.

In 1860, Catherine was shopping in central London when she encountered a woman named Ann Atkinson, who'd travelled from Kirby Lonsdale (in present day Cumbria) to purchase goods for her and her husband, Joseph, at his millinery shop.

Catherine endeared herself to Ann by offering sympathy and support when the latter discovered her purse was missing — which had in fact been pickpocketed by Catherine.

A few weeks later, Ann wrote to her new 'friend' to say she'd be making another trip to London. By this point, Catherine was living on Brixton's Loughborough Road, and suggested Ann should come and stay with her; an invitation that was gladly accepted.

It didn't take long for Joseph Atkinson to receive a telegram, informing him that his wife had fallen gravely ill in London. Joseph caught the train down immediately, but by the time he arrived in Brixton Ann was already dead.

When the local doctor announced an autopsy was required, Catherine used the same ruse she had with James;

claiming that, on her death-bed, Ann had begged her to not have her body cut up.

Joseph, no doubt stricken with grief, sided with Catherine and, so again, an autopsy on one of Catherine's victims was prevented.

There was, however, the matter of several hundred pounds, which Ann had taken to London with her, that appeared to be missing.

Catherine, ever the actor, explained that Ann had felt ill on her train journey to Euston, and as such had disembarked at Rugby to compose herself, where she'd been robbed in the waiting room. She also feigned surprise that Ann hadn't written to her husband to tell him about her ordeal.

Catherine was also wearing Ann's ring — a gift, it was claimed, for nursing her during her final, painful hours.

## Covering tracks

A few years later, Catherine began nursing an elderly woman, Sarah Carnell, who lived in Marylebone.

Like Peter, Sarah was apparently so grateful to Catherine that she agreed (or, more likely, was coerced) to make her the sole beneficiary of her will.

But by now Catherine was getting sloppy. She'd run out of colchicum, and so decided to switch to something even more



Colchicum herbal remedy

potent: sulphuric acid, which, one day in February of 1862, she poured into a tumbler and offered to Sarah, telling her it was a 'soothing draught'.

As soon as the stinging poison entered her mouth, Sarah knew something was wrong and she spat out the lethal concoction which, rather alarmingly, burnt holes in her bedclothes, thus confirming her fears.

Upon this dreadful revelation, Catherine immediately fled the property, and Sarah contacted Marylebone police where she gave a detailed description of her would-be poisoner.

## The tip-off

Following this tip-off, Catherine Wilson was finally apprehended in April of 1862, and ended up being tried at the Old Bailey where, after it was argued an inexperienced chemist's assistant had given her the acid by accident, she was found not guilty.

However, at the moment she gleefully exited the dock, Catherine was instantly re-arrested by a detective from Lincoln police force who'd been looking into Peter's death.

This quickly brought Catherine's other crimes to light, and after the bodies were exhumed and examined, it was ascertained the victims had indeed all been poisoned.

Consequently, another trial was held at which Catherine was found guilty and sentenced to death.

Eight years had elapsed since Peter's murder, and it's been speculated that Catherine, who in modern terminology would now be deemed a serial killer, was responsible for the deaths of many other unknown people.

She was also the last woman to be publicly executed in London, and when she went to the gallows outside Newgate prison on 20<sup>th</sup> October, 1862, some 20,000 spectators turned up to witness the hangman, William Calcraft, place the noose around her neck. ■ TAXI

## The plot

The couple decided to move in together and secured lodgings at 27 Alfred Place, falsely telling the landlady, Maria Soames, that they were married.

Unfortunately for Catherine, James turned out to be a heavy drinker with a violent temper, and he soon took to beating her regularly. During James's calmer moments, Catherine suggested colchicum could perhaps calm his mood. James agreed to begin taking it and, over time, Catherine increased the quantity, making her partner very ill.

When James finally succumbed, the local physician, Dr. Whitburn, declared a post-mortem would be necessary, to which Catherine responded by putting on her best act; sobbing that her 'husband' had always been horrified at the thought of his body being mutilated.

Needless to say Dr. Whitburn let the matter slip, and the poison went undiscovered.

During James' illness, the landlady, Maria had been a great source of comfort to the couple, and she continued to be a staunch friend during Catherine's supposed period of grieving.

Catherine repaid this kindness by gradually slipping Maria increasingly larger doses of her favoured poison. When Maria



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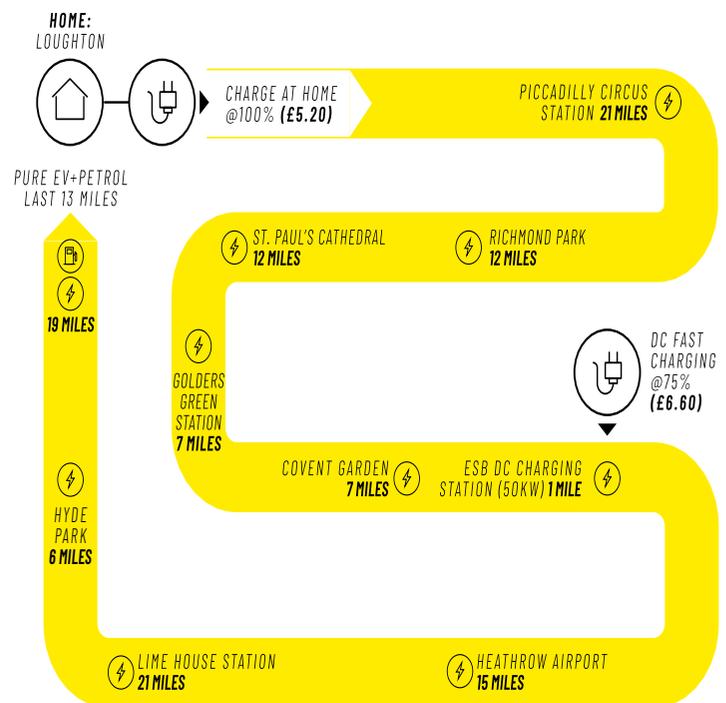
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## The tidal wave of 1814

When we think of tidal waves we think of huge, 20-metre ones crashing onto a beach, decimating huge swathes of land for miles around. We don't really think of beer flooding London's streets and killing several people in the process — but in the early 1800s this is exactly what happened.

On 17th October, 1814, a brewery accident unleashed a deadly tidal wave of beer through a London neighbourhood in what has been described as one of history's strangest disasters.

The incident occurred after a vat of booze exploded at the Meaux & Company Brewery. The sheer volume of beer that swept from Tottenham Court Road to the surrounding streets ended up killing eight people, five of whom were attending a wake.

Anne Saville was at her home in a cellar flat in St. Giles, mourning the death of her two-year-old son, John, who had died the previous day. She was accompanied by other women, all of whom were awaiting their husbands to return from work.

Meanwhile, upstairs on the first floor of the tenement, Mary Banfield resided with her four-year-old daughter, Hannah. Behind the Tavistock Arms public house on nearby Great Russell Street, 14-year-old servant, Eleanor Cooper, cleaned pots and pans at an outdoor water pump next to a 25-foot-high brick wall.

On the other side of the wall in Bainbridge Street, the brewery of Messrs. Henry Meux and Co stood. Famous for its porter, the brewery produced more than 100,000 barrels of the beer each year.

At around 5.30pm, an explosion in one of the wooden vats at the brewery set off a chain reaction that forced over a million pints of beer, equating to 570 tonnes of fluid, into the streets. The force of the blast collapsed the brick wall that stood between Eleanor Cooper and the brewery, killing her instantly. Beer flooded through the surrounding neighbourhood and swept away everything in its path. Due to the lack of drainage, porter flooded into nearby homes and the torrent swept away Hannah and Mary Banfield, drowning both. The force of the wave then caused the house to collapse on the mourners of John Saville, killing five.



## The great forest of London

We all know that London is the archetypal 'concrete jungle.' With its soaring skyline and monolithic structures, it stands as both a testament to financial prowess, as well as an ecological disaster area. However, did you know that London has its own Forestry Conservator? In fact, London has so many trees that it is technically a forest.

According to the United Nations, a definition set down by the body states that a forest is anywhere that has at least 20 percent tree coverage. London's tree coverage exceeds this figure, sitting at 21 percent. With nearly 8.5 million trees — almost one for each person living in London — it puts the capital in competition with the more well-known wooded areas, such as Sherwood or the New Forest.



Just a few centuries previous, London was a much smaller, compact city that was surrounded by lush countryside.

Areas such as Norwood and Forest Hill were encompassed by The Great North Wood, which stretched from Croydon to Deptford. (This, of course, seems like a bit of a misnomer given that the wood was in South London.) To the West, Heathrow airport was a small corner in a heathland wilderness that stretched from Hounslow to Hillingdon.

Quite a substantial amount of ancient woodland has actually survived London's irresistible expansion. Highgate, Queens and Coldfall Woods are still very much in existence in North London; while Sydenham Hill, Oxleas and Lesnes Abbey are still fruitful in the south.

However, woodland only makes up part of that 21% figure, which in turn makes London a forest. The capital has an abundance of trees and foliage right in its centre, with Regents and Hyde Park taking pride of place in the beating heart of the metropolis. An incredible 47% of the city is made up of green and blue space (this differs to the overall 21% of forestry).

So, next time you fancy a stroll through the forest just remember that you are already in one!



## The Ravens in the Tower

An urban myth prevails that if there aren't six ravens residing at the Tower of London at any given time, then the Monarchy will fall — and Britain with it. Nobody knows where this actually came from, but there's no doubt that this prophecy is taken seriously; with six ravens and one back-up kept at the tower at all times.

Legend has it that the ravens inhabited the Tower of London several centuries ago. It is claimed that their arrival coincided with the execution of Lady Jane Grey within the walls of the Tower. It was alleged that ravens were seen to be 'pecking the eyes from the severed head' of the dead Queen. Another legend states King Charles II was told by a witch or soothsayer that should the ravens ever leave the Tower, the Monarchy would fall.

Whatever the truth may be, centuries later ravens still reside there. The seven current incumbents are Jubilee, Harris, Gripp, Rocky, Erin, Poppy and Merlina. Their lodgings are to be found next to the Wakefield Tower.

The birds consume an incredible 6oz of raw meat and bird formula biscuits soaked in blood each day. They are apparently rather partial to an egg and the occasional rabbit. This is given to them with the fur on as it is believed to be good for them.

To prevent the birds leaving the Tower, one of their wings is clipped by the Ravenmaster. Although this does them no harm, it unbalances them, preventing their escape.

Since the late 1980s, the Tower has undertaken a successful breeding programme, with a pair of ravens producing a total of 17 chicks — so it could be a while before the ravens of the tower fall below six and the Monarchy falls. **TAXI**



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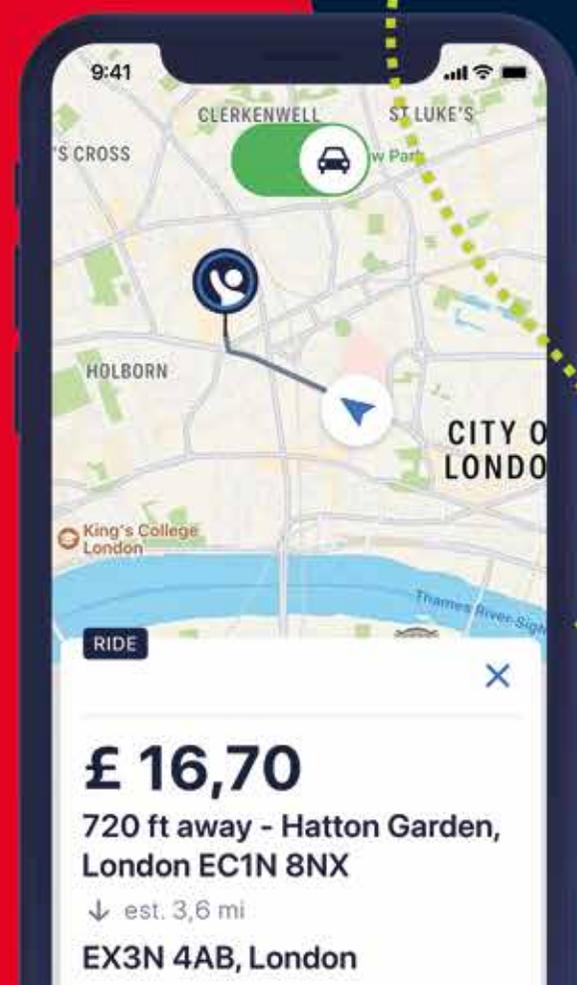
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# A Passage Through Time

Phil's 'London heritage' knowledge journey is designed to hopefully make your driving day and workplace surroundings, a little more interesting...



Above: St Pauls School  
Right: John Carpenter

## Footprints & foundations

**T**he focus here is on the subject of ancient places of learning in the City of London. On a personal note, it was at the Guildhall in Gresham Street that I studied to become a City of London tourist guide in 2000. This period of education laid the foundations for my passion that is London's history.

A lot of TAXI's readership will have passed the Knowledge of London examinations to become London cab drivers — what a tremendous achievement! And, therefore, the topographical map of London is ingrained in the depths of your mind. The next step is to understand the

heritage of our capital. As a cab driver, I also acknowledge the frustrations of the working day: long hours, traffic congestion and rising diesel and electric prices.

To give you another dimension to your working day, it is important to enhance your knowledge of London and make your time spent in the cab a little more interesting. I implore you to embark on a period of study because the experience gained in a place of learning will empower your soul.

### Procrastination

Procrastination is the cab driver's worst enemy. The word means to delay, postpone and put off for another day. In your mind you may have thought that for many years you wanted to accomplish something, but never got round to doing it. This is procrastination, where an individual will pass

through life only fantasising, without turning ideas into a reality. Once you take that leap of faith there will be no turning back.

*"THE BEGINNING IS ALWAYS TODAY."* - Mary Shelley

### St Paul's School

The city has been responsible for the foundation and upkeep of some of the nation's most prestigious secondary schools, mostly through the generosity of its livery companies and philanthropic individuals. You may have even taken a fare to St Paul's School in Barnes. This place of learning is one of the oldest in London. It was founded in 1509 by Dean Colet, in the shadow of St Paul's Cathedral at New Change. The school catered for 153 pupils and, at this period, was the largest school in England. The school's emblem is a silver fish which is

attributed to the Gospel parable of the 'miraculous draught of fishes'. The school was destroyed in The Great Fire and rebuilt twice before moving to Hammersmith in 1884, and finally to Barnes in 1968.

A girl's school was established in 1904 at Brook Green. The old school building for boys, in Hammersmith Road, was used by the army during World War II. It was there that the planning and final briefing for the 1944 invasion of Europe took place. Famous alumni include John Milton, Samuel Pepys, Judge Jeffreys, Edmond Halley and Field marshal Lord Montgomery.

### City of London School

Most of the schools founded in the City of London moved into the outer suburbs of the capital and beyond. However, the City of London school which originated



Charterhouse School

**"The city has been responsible for the foundation and upkeep of some of the nation's most prestigious secondary schools, mostly through the generosity of its livery companies and philanthropic individuals."**

in 1447 has remained in the city from its induction. Many of these highly academic, respected schools started out as charity academies. John Carpenter (Carpenter Street), Town Clerk of London, left property in his will to provide income to maintain a place of study for poor boys in the city. The boys were known as 'Carpenter's Children'. They assisted in the choir at the Guildhall and were taught in a college opposite. After the reformation, under Henry VIII, the college was dissolved. For the next three centuries, the school children were housed, fed and clothed at various London schools.

From John Carpenter's farsightedness and benevolent endeavours, the City of London School was established in 1837. Financial assistance was

provided from Carpenter's endowment, which still provides for Carpenter's scholars today in the arrangement of bursaries. The school was formally in Milk Street until 1883, when it moved to The Victoria Embankment close to Blackfriars Bridge. In 1986, the school moved to the nearby riverside site on Paul's Walk facing the River Thames. There are 930 boys enrolled in the school, with 82 bursaries for those in financial hardship. Many of the attendees further their education at esteemed universities of Oxford and Cambridge. The City of London School for Girls opened in Carmelite Street in 1894. As the number of pupils increased, a new site was needed. In 1969, the school moved to the Barbican that overlooked the church of St Giles Cripplegate. The school's

insignia encompasses the City of London coat of arms whose motto is *'Domine Dirige Nos' — O' Lord guide us.*

### Charterhouse School

When you set down a fare on the cobblestones of Charterhouse Square, you feel transported back in time. Behind the buildings on the northside, the ancient grounds incorporate a former burial site where victims of The Black Death were interned in a plague pit. In the 14<sup>th</sup> Century, Sir Walter de Manny founded a Carthusian monastery on the site. In 1611, Thomas Sutton (Great Sutton Street), a Tudor merchant and civil servant also said to be the richest commoner in England, purchased the main house and grounds for the purpose of a school for 44 poor boys and a hospital for 80 poor gentlemen. The first boys were admitted in 1614, with a schoolmaster who was paid a salary of £20 per annum. Pupils who attended the school are known as Carthusians. In 1872, and after a longevity of many centuries at this location, the school moved to Godalming in Surrey. The purchase of 68 acres — that increased to 240 — helped to establish the school's ambitions. This expansion included lecture rooms, a great

hall, boarding houses, refectories, sports fields and a fine chapel built in 1927 by Sir Giles Gilbert Scott. From humble beginnings in a small quarter of Smithfield, Charterhouse became one of the top public schools in the country.

### City and Guild

The above will bring to your attention the finest private schools in England. While plenty of cab drivers may not have attended such institutions, I'm certain many will have attained a City and Guilds qualification. The City and Guilds London Institute was set up by the City Corporation and the livery companies. The fundamental aims of the institute were to teach technical subjects to apprentices and artisans. The governors of the institute understood that craftsmen of high quality were needed to provide service for the nation. Creating colleges for those who entered the trades would enhance standards of workmanship and give individuals the confidence to attend a place of learning. Having passed the examinations, the students are awarded certificates, medals and prizes. Late US President, George Washington, once said: *"The beautiful thing about education is no one can take it away from you."* ■ TAXI

# ‘The Professionals’

## – What sets those with ‘The Knowledge’ apart from the rest?

**W**hat does it mean to be a professional in 2022? When does an occupation or a job become professionalised? What makes those with ‘The Knowledge’ different from other “... suppliers of transportation services...?”

A brief background search produces suggestions as to what the make-up of a ‘professional activity’ might involve. Modern definitions include notions of ‘accountability; integrity; competency; knowledge and qualifications’ – deprive a Knowledge Boy or Girl of a 5G network and these skills would still exist, though some other ‘suppliers of transportation services’ might well struggle!

**Some of the key ingredients of ‘professionalism’ involve:**

**‘The deployment of formal certified learning’**

Can other ‘suppliers of transportation services’ really claim to be engaged in doing this? Possibly, though that might depend on the depth and quality of learning involved in order to be accredited. In what world can those that pass ‘The Knowledge’ be compared to the learning involved to obtain other road-based transportation service operator licenses?

**‘A professional owns the power, skills and freedom to problem solve.’**

It’s pretty certain that an individual having the means to purchase and blindly follow a mobile device with a sat-nav app doesn’t meet this threshold. ‘Knowledge Boys & Girls’ have in-built ‘chips and processors’ that deploy real knowledge, in real time. Out on the roads, real professionalism isn’t dependent on the battery life of a mobile device or if that device knows that the football kicked off late or is going to penalties - which will impact on both journey time and route choice.

**‘A professional possesses the ability to make decisions in the best interests of others.’**

We know that this level of responsibility is based on the use of specific, localised, operational expertise - rather than hoping a digital device can

provide an AA graded Knowledge rating of a route selection in line with traffic conditions, whilst ensuring a disabled passenger arrives at the entrance to their hotel which has suitable wheelchair access and porter assistance.

Those who possess ‘The Knowledge’ and have responded to the strength of the calling to the highest standards of the profession don’t just know the optimum route within an ever-changing landscape, they know its history too. If the formation of a professional identity is also about **‘providing a specialised service to society,’** those professionals with the ability to share that learning with their passengers are actually, inter-generational custodians of present-day and historical London knowledge. Black cab drivers are trusted ‘old school influencers’ in relation to the sites, attractions, facilities, services and cultural traditions of the capital - including being ambassadors of a historic trade, which is known as the best taxi service in the world.

All this, whilst transporting passengers in the most direct and safest manner, in accordance with codes, ethics and the standards of a professional community of operators.

Those with ‘The Knowledge’ have often picked up and are moving before a passenger has informed them of their destination - professionals are not sat around backing up traffic, typing postcodes into gadgets, in the hope a device can professionalise their practice and make them what they are not.

When people are lost - a professional finds them and gets them where they need to go. When they are too tired to go on - a professional takes the reins and when they are late for what’s important to them, professional road craft and knowledge get them to their destination safely and quickly.

So how are those with ‘The Knowledge’ valued and whose responsibility should it be to promote the identities and activities of such professionals, in turn separating them from other “suppliers of transportation services...?”

**You are professionals. We know it.**

**Let’s ensure everybody else knows it and values it too.**

■ **The LTDA are here to represent, protect and ensure recognition of the professional practice, identity and standards of our members.**





# Hyundai IONIQ 5 – World Car of the Year

It looks like something from a Sci-Fi movie, has some amazing gadgets and comes in a variety of battery sizes and motor configurations.

"All EVs are great to drive, but where the IONIQ 5 really scores over its rivals, is inside."

## Car you drive

Since starting to write for *TAXI*, I have received lots of queries from TXE driving cabbies, who have caught the EV bug, asking for my advice on the best electric family cars. I get to go to many car launches and driving days and whilst most EV cars are quiet, quick, and smooth, they vary enormously in specification, range, design, and price. In future issues, I will review the most popular, cheapest, and best EVs to help anyone in the market for a new family car or just a set of wheels, for when they are not driving the cab.

## Top pick

The Hyundai IONIQ 5, is currently the top pick for most journalists and car aficionados. It was named *Auto Express* Car of the Year 2021. Most recently, in April, it won the World Car of the Year Award at the *World Car Awards 2022*. It also won World Electric Vehicle of the Year and World Car Design of the Year.

The IONIQ 5 looks like something from a sci-fi movie. It has some amazing gadgets and comes in a variety of battery sizes and motor configurations.

## Choosing the spec

As with the majority of EVs, there are two battery options – a 58Kw battery that has a range of around 230 miles or a 77Kw battery that will do just over 300 miles. There is also



a twin motor option. Unless you spend your days timing yourself from 0-60mph, in my opinion, the loss of range and extra cost associated with it, pretty much rule that option out. The smaller battery model lists at £42,000 and the larger battery at £45,400. Again, unless you regularly undertake a journey of more than 100 miles in each direction, I would recommend saving the extra money and going for the smaller battery.

There are three trim levels, 'Premium,' 'Ultimate' and the all-singing and all-dancing 'Namsan.' The real choice is between the 'Premium' and 'Ultimate.' The answer just depends on whether you think it is worth spending the extra £6500 on the 'Ultimate,' to get a

BOSE sound system, a surround parking camera, and a different seat trim? Personally, I would stick with the 'Premium.'

## Winning interior

So, what do they drive like you ask? As with all EVs, they are quiet and quick. To be honest, on that score, the IONIQ is just as good as any of its competitors, as all EVs are great to drive. Where the IONIQ 5 really scores over its rivals, is inside. It has so much space. The two large screens are light years ahead of those in say, a Tesla. It all feels so well-designed and laid out. The centre console can be moved backwards between the front seats, the driver's seat reclines almost horizontally, and the pop out footrest almost turns it into a bed!

## Advice for buyers

My advice on buying any car is the same: go to a dealer, look at the different trims and colours, decide on what you want and get a price. If you are buying the car outright or on finance, go away and look at the various car buying websites that offer discounts. See what's out there. Remember it's 2022 and most new cars these days are bought on a PCP or lease, for a good reason! Make sure you look at all the options. Many of these deals also come with a maintenance option included. Most importantly, ensure that any PCP or lease covers your expected mileage, with at least 20% over what you need. The penalties for excess mileage catch so many owners out, when they return the car after three or four years ■ **TAXI**

# LTDA 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 .....

Suburban badge sector numbers .....

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

Do you currently have points on your DVLA 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 .....

26

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**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 .....



This guarantee should be detached and retained by the payer

## The Direct Debit Guarantee



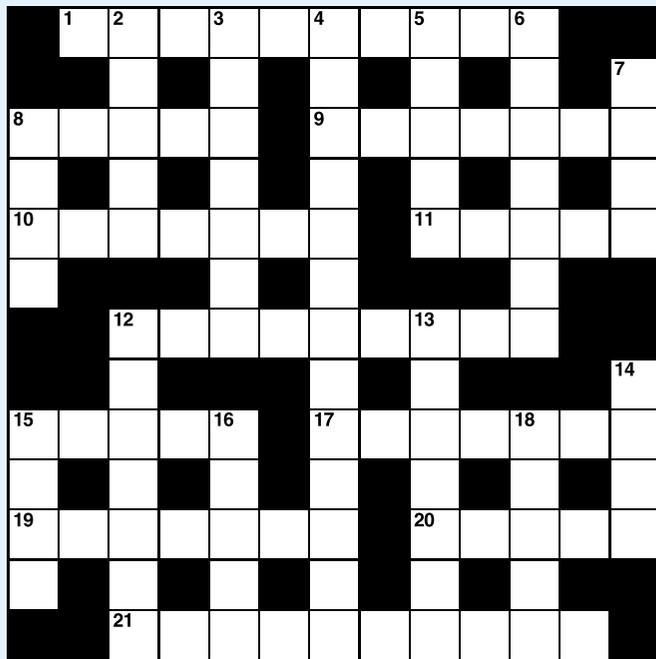
- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you 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.



# Puzzler page

So you know every street and every run between two points in London? Let's now see how your knowledge stands up to these brain twisters...

## Crossword



### ACROSS

- 1 Leaping from a snowy slope (3-7)
- 8 Fatty part of milk (5)
- 9 Barricade (7)
- 10 Commence again (7)
- 11 Numerical proportion (5)
- 12 Involuntary (9)
- 15 Sorcery (5)
- 17 Referee (7)
- 19 Artistic grouping of figures (7)
- 20 Refrigerate (5)
- 21 Pixie-style footwear (5,5)

### DOWN

- 2 Human leg joints (5)
- 3 Small fruity pastry (3,4)
- 4 Specially tailored (4,2,7)
- 5 Deduce logically (5)
- 6 Pertaining to heredity (7)
- 7 Novel's main character (4)
- 8 Concern (4)
- 12 Branch of mathematics (7)
- 13 Raw material of cigarettes (7)
- 14 Spoken, not written (4)
- 15 Butterfly-like creature (4)
- 16 Administrative assistant

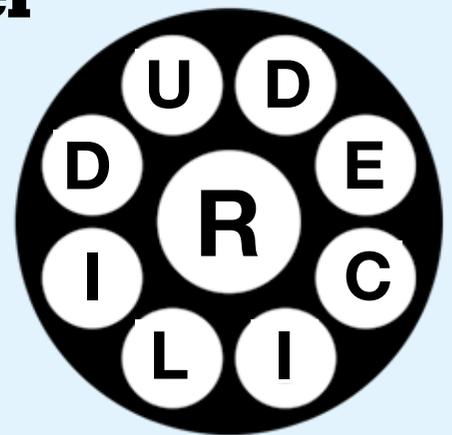
## Sudoku

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.

4				5		3		
2		9			6		7	
8				6		5		
	3	5	1		9		4	
	1			4				
				2		4		
1	2		5	8				
	8				7	1	6	

## Wordwheel

How many words of four letters or more can you make from this Wordwheel? Each word must use the central letter, and each letter may be used once only. At least one nine-letter word can be found. We found 39 words - can you do better?



## Futoshiki

Fill in the blank squares so that each row and column contains all the numbers 1 - 5. Use any given numbers and the symbols that tell you if the number in the square is larger (>) or smaller (<) than the number next to it.

			<		
				^	^
	<		5		
		>			
	<				
∨		^			

All answers to puzzler on p30



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# Taxi Charity Volunteers Take on 'Market Garden Challenge'

London Cab Driver Seb Philp and Taxi Charity Volunteer Chris Willmott talk to us about their fundraising challenge.

**TAXI** Great to talk to you again, Seb, and nice to meet you, Chris.

**Seb:** Hello, great to catch up. As you know I do love a challenge. Last year I did The Three Peaks with a fellow cabbie to raise funds for the Taxi Charity, and I do hope this new 'Market Garden Challenge' will raise some more much-needed money for the charity.

**TAXI** Tell us a bit about yourself, Chris?

**Chris:** I spent over five years in the Parachute Regiment and also served in the Fire Service for 24, and have been volunteering for the Taxi Charity since 2016. I originally became involved while supporting a WW2, 2 Para veteran, Arthur Letchford, and because I was impressed by the work the Taxi Charity does in support of military vets.

**TAXI** So, what is the 'Market Garden Challenge'?

**Chris:** We all know how much charities are struggling to recoup the funds they lost when the pandemic put a halt to most fundraising activities, so Seb and I got together to think of a challenge that might raise not only awareness of this great charity but also generate some funds to pay for future commemoration trips that are beloved by veterans.

**Seb:** In September, the Taxi Charity takes veterans to The Netherlands for the Operation Market Garden commemorations and for the 'Wandletocht', so Chris and I decided to build a challenge around this prominent event.

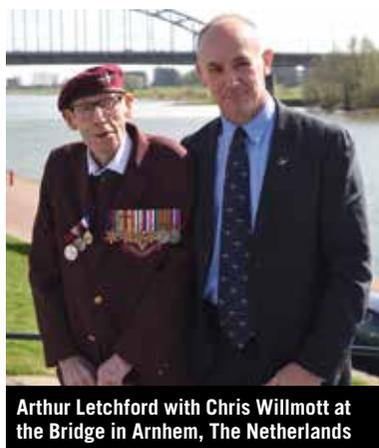
**Chris:** Our plan is to cycle 115k across The Netherlands then walk 40k to replicate the route taken by the allies during Operation Market Garden, in 1944. To make it slightly more difficult for us, we will be cycling on two gearless WWII Airborne folding bicycles generously loaned to us by the Airborne Museum at Duxford and The Glider Museum at Wolfheze. Then, to make the walk more of a challenge, we will be carrying a 35lb British Army 'bergen' rucksack to replicate the weight, as part of the Airborne selection process.

**TAXI** Tell us what the bikes are like.

**Seb:** Very basic and robust. We



Seb Philp and the Taxi Charity for Military Veterans



Arthur Letchford with Chris Willmott at the Bridge in Arnhem, The Netherlands

certainly hope they don't let us down! We are being supported during the challenge by London Cab Driver Danny Shelton, the charity's Dutch Advisor Frans Ammerlaan from the Market Garden Foundation, together with Evelien Kroot, Anne Haverman and Erny Van Wilk. Let's hope that if we have a problem with the bikes one of them will be able to get us on the move again!

**TAXI** For those who may not know, what was Operation Market Garden?

**Chris:** Operation Market Garden was an Allied military operation during WWII, fought in The Netherlands from 17th - 25th September, 1944, and intended to create a route from Belgium into Northern Germany with the hope that the war may be over by Christmas. Unfortunately, as so often happens, things didn't go entirely to plan. The Charity supports veterans who were in The Netherlands as part of Operation Market Garden and, in September, arranges for them to visit to

remember those who didn't return. We are truly honoured that during the challenge we will be carrying the ashes of much missed WWII veteran John Jeffries who often visited The Netherlands with the Taxi Charity. John always enjoyed returning there where, on 18th September, 1944, as part of the 1st Airborne Division, he landed on Ginkel Heath for Operation Market Garden.

**Seb:** John was such a lovely man. He served with the Royal Corps of Signals in Italy, North Africa, Syria and Palestine. In 1941, he joined the 1st Airborne Division and was injured when he landed on Ginkel Heath in September of 1944. He used to say that his life was saved by three Dutch girls who ran over and asked for his parachute to make dresses. Sadly, he was captured and sent to Stalag XI-B in Lower Saxony. He escaped, only to be recaptured shortly after discovering the German secret Mistel experiment. (This was used during the last months of WWII; Mistel was a German bomber with the entire nose-located crew compartment replaced by a specially designed nose filled with a large load of explosives.)



Chris Willmott and Seb Philp doing the Market Garden Challenge

**TAXI** Do you have a fundraising target?

**Chris:** We have set ourselves a target of £10,000 from this challenge. But this is only the start and I have already begun to think about what we might do after this one! Ideally, over the next twelve months, we would like to raise a total of £45,000. Next year is the 75th anniversary of the charity, so it's a really important time for them and we want to try and raise as much as we can so that they can continue to support veterans.

**TAXI** How can people donate?

**Seb:** We know things are tough for a lot of Cab Drivers but if you could spare a couple of quid our Just Giving Page is [www.justgiving.com/fundraising/taxicharitymarketgardenchallenge](http://www.justgiving.com/fundraising/taxicharitymarketgardenchallenge). Any help sharing our fundraising page on Twitter or Facebook would be a great help too. **TAXI**

To find out more about the support Taxi Charity offers veterans, please visit [www.taxicharity.org](http://www.taxicharity.org).

## About the Taxi Charity

The Taxi Charity is run by volunteer London black taxi drivers and has been supporting thousands of veterans of all ages since 1948. The charity arranges free trips to Belgium, France and The Netherlands for acts of commemoration and days out to museums, concerts, or fundraising events across the UK, to catch up with friends and comrades.

The charity was awarded the Queen's Award for Voluntary Service in June, 2021.

In 2023, the charity will be celebrating its 75th anniversary.

To fund and facilitate their work, the charity is reliant on generous donations, grants, and sponsorship.

[www.taxicharity.org](http://www.taxicharity.org)





# He's Fine!



I lay him diagonally on the floor, raising and propping his dead leg on the back seat.

## A woman of words



**M**r. Meg has done his knee in. He fell up three steps at work, while carrying a mug of coffee and four Chocolate Digestives. Colleagues rushed to help and one, seeing he was unable to get to his feet, assumed he had broken his leg and started to dial 999. Mr. Meg went ballistic. Ambulances are for 'wimps', apparently. He shouted: "NO! NO AMBULANCE! I'M FINE!"

What is it with men? He was pegged out on the floor, his leg was kaput, latte spilt, digestives

crushed and was in agony but still he insisted he was 'fine'.

He was carried into the back seat of an Uber by three colleagues (they didn't think to call a proper taxi, duh!) and driven home. His 'support team' followed in another car, then moved him out of said Uber and onto our front room sofa.

It's nice and comfy on our sofa, but it was obvious he couldn't stay there. After a nerve-steadying cup of tea and raspberry Yum Yum (for me, not him, as he was in too much pain to eat or drink) we went to A&E. Or, as I now like to call it, the gates of Hell.

Somehow, I carried/dragged him to the back of my cab as he used the kitchen broom as a makeshift crutch. I lay him diagonally on the floor, raising and propping his dead leg on the back seat. I bent his good leg in a sort of half lotus yoga pose so I could close the door. It looked a bit like he was in a position from the Karma Sutra.

At the doors of A&E, after a lot of heaving, grunting, sweating and swearing, I dumped him into a wheelchair. And guess what? The wheelchair only travelled backwards.

Mr. Meg is 16 stone and all man. Using both arms and reversing, I took out quite a lot of people with my bum as we made our way to check-in.

The lady at the desk would only speak to Mr. Meg, but there were too many people in the way for me to do a big turning circle to get him facing her. So, he had to shout the answers to her questions over his shoulder.

After that, we waited there for ELEVEN HOURS to see a doctor. We saw arguments, fist fights, drunk people, unhinged people, bleeding people, vomiting people, people who had pooped their pants, babies, geriatrics and pregnant women.

When we were finally called in to see the medic, I dragged the



wheelchair backwards through puddles of blood and vomit, while in my new, white trainers.

The doctor we saw was brilliant. He gave us a Quality Street each to apologise for the long wait, which was a nice touch. Urgent surgery followed because the knee was fractured and the tendon ruptured.

Mr. Meg was not very happy, until a young, attractive radiologist X-raying him remarked, "Interesting, this is an injury that mostly happens to young people."

She moved his leg into position and, with a smile, asked, "Sorry, did that hurt?"

I saw him stifle a scream and immediately reply, "No. Not at all, I'm fine!"

■ TAXI

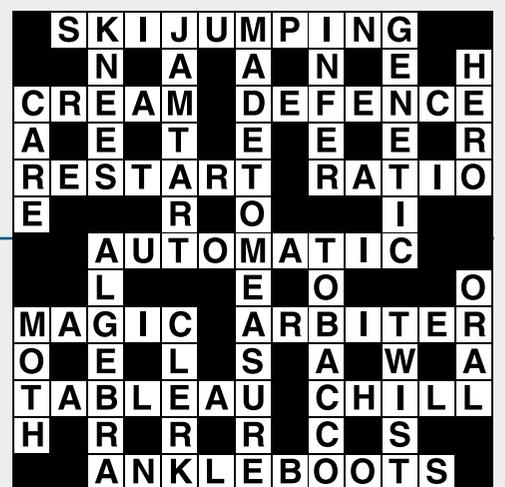
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# PUZZLER ANSWERS



## Crossword



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## SUDOKU

3	6	8	7	1	2	9	5	4
4	7	1	9	5	8	3	2	6
2	5	9	4	3	6	8	7	1
8	4	7	2	6	3	5	1	9
6	3	5	1	7	9	2	4	8
9	1	2	8	4	5	6	3	7
7	9	3	6	2	1	4	8	5
1	2	6	5	8	4	7	9	3
5	8	4	3	9	7	1	6	2

## Wordwheel

SOLUTION: RIDICULED

All words: Cider, cried, crude, cruel, cuddler, curd, curdle, curdled, cure, cured, curl, curled, dire, dried, druid, icier, idler, lire, lucre, lure, lured, lurid, relic, rice, riddle, ride, ridicule, rile, riled, rude, rued, rule, ruled, udder, ulcer, uric, RIDICULED..

Word targets: Excellent: 38, Good: 32, Target: 23, Kids: 18

## Futoshiki

5	4	2	<	3	1	
			^		^	
1	<	2		5	4	3
2	3	>	1	5	4	
4	<	5	3	1	2	
	v		^			
3	1	4	2	5		



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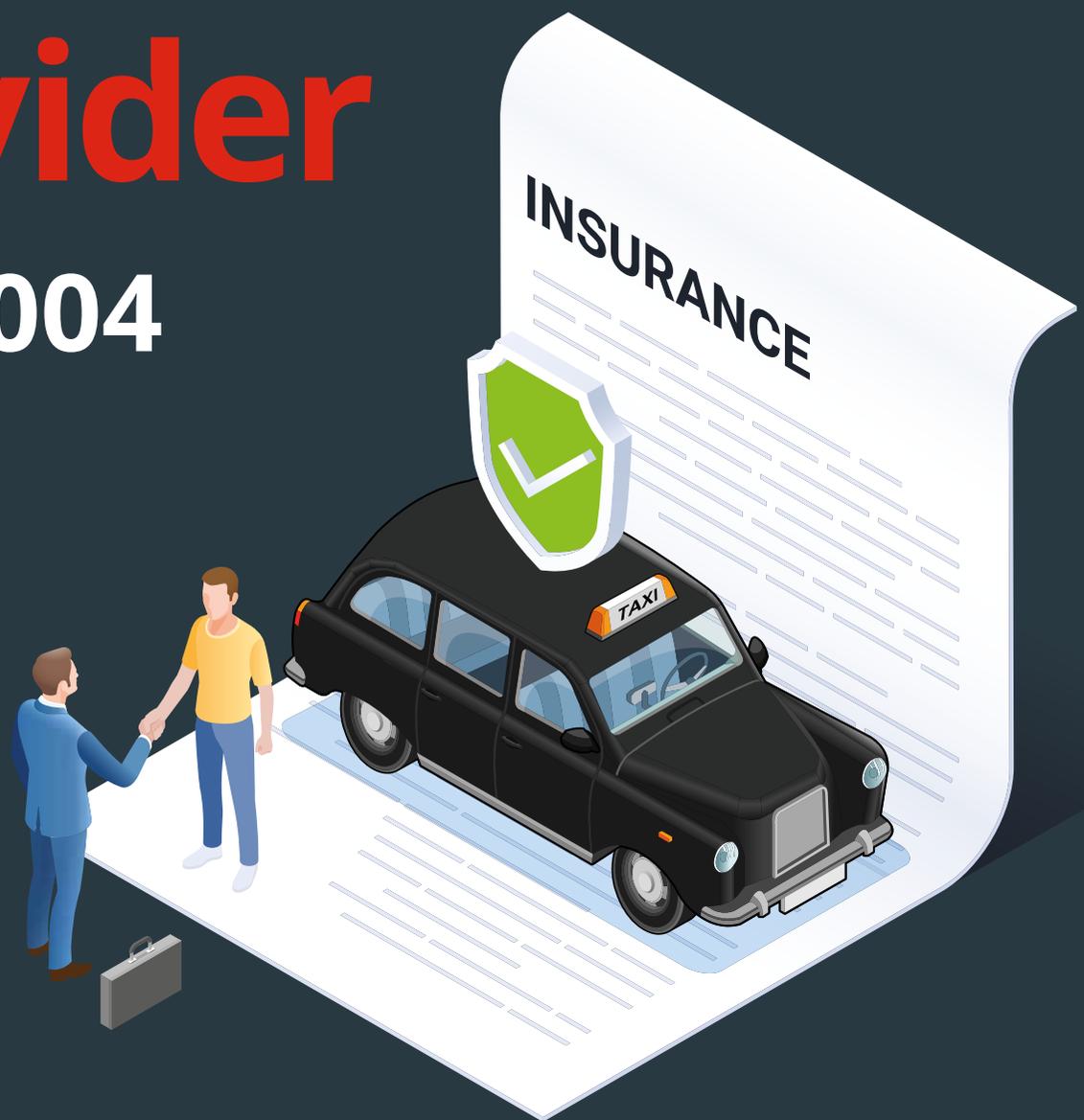
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