

**EXCLUSIVE: TAXI/TALKS TO
FOOTBALL LEGEND DAVID DEIN**

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WORLD CUP PREVIEW

STEVE KENTON Pages 16 & 17

TAXI

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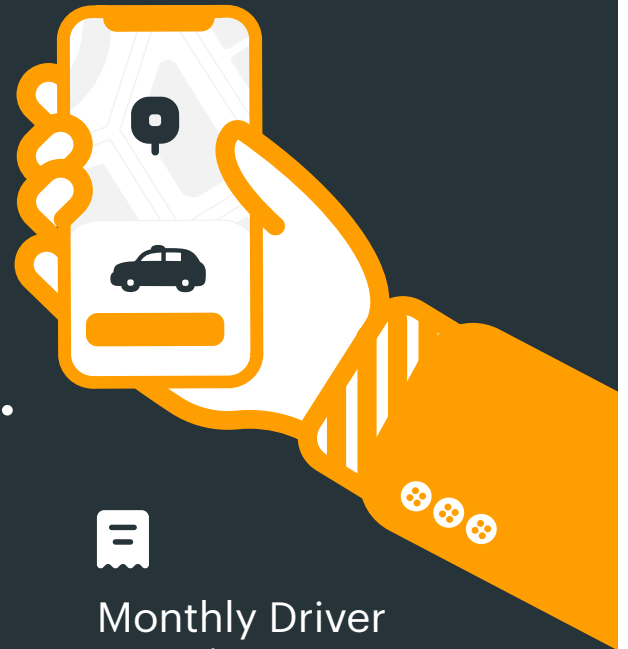
CABBIES CLEANING UP LONDON

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UBER COURT CASE COULD SEE PRIVATE HIRE FARES RISE ACROSS THE COUNTRY

Uber is suing Sefton Council in a landmark case that could see taxi fares across the country rise by at least 20%. If Uber is successful in the case, private hire fares outside London could rise by a fifth, as operators across England and Wales may be forced to charge passengers VAT.

In December 2021, a High Court ruling confirmed that Uber's drivers were workers, not, as the company claimed, self-employed, independent contractors. The ride-hailing app was also judged to be directly taking bookings and was therefore forced to apply VAT to all journeys. In the March 2022, the company then hiked its fares as a result.

That ruling was applicable to all Private Hire (PH) operators licensed in London. In the wake of the Judgement, Transport for London wrote to all PH Operators encouraging them to take "immediate actions" to ensure that they were compliant. Through this new case, Uber is now seeking to extend the ruling and apply it to private hire companies outside of London, across England and Wales. The arguments in the case have now concluded and a ruling is expected to be handed down before the end of the year.



REMINDER

PCNS AND ELECTRIC-VEHICLE CHARGING POINTS

When using electric vehicle charging points on private land, always check the terms and conditions of access. This includes access to those facilities via third party apps such as Bonnet or ZapMap.

We are getting reports of penalty charge notices being issued to drivers due to taxis not being registered with vehicle-charging point providers. Registering with companies including Geniepoint (now EQUANS), as well as other providers is quick and easy, and will prevent PCNs being issued.



DIARY PRIZE! ALL 4 ONE BONUS FOR LTDA MEMBERS

The LTDA diary spotters are back! They've been out and about, on the lookout for members displaying their diary on the dashboard. Our spotters love nothing more than hopping around London looking for LTDA members to reward. They recently spied Anthony Nightingale's cab on the Waterloo station rank with his diary taking pride of place.

Anthony has been a member of the LTDA for 21 years and he was very happy to receive his All4One gift card worth £150.

All4One cards can be spent on a huge array of items from 130 high street brands (in store or online) and restaurants. Participating retailers and restaurants include Argos, H&M, River Island, B&Q, John Lewis, Harvester, Pizza Express and Marks & Spencer.

Each year, the LTDA gives away thousands of pounds worth of gift cards to its members. All you need to do to be in with a chance to win is have your LTDA membership diary proudly on display and let us do the rest. Good luck out there.



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Stay in the Game

At this point, I can tell you that we have categorically saved many drivers' licences, which without our help, advice and representation, would surely have been lost under the new policy.



5

Steve's comment

As a result of the new TfL driver licensing policy, now known throughout the trade as the "6 points and you are out" policy, we here at Taxi House, have never been busier. Our phone stats show that we are now averaging a whopping 3200 calls a month from drivers in need of our help.

6 Points and You're Out

Much of this increase in calls is directly attributable to members receiving letters from TfL telling them that 'their fitness to be licensed' is being reviewed after they have received points on their DVLA licence. These points are often accrued for offences such as doing 23mph in a 20mph limit.

At this point, I can tell you that we have categorically saved many drivers' licences, which

without our help, advice and representation, would surely have been lost under the new policy. We also continue to lobby City Hall and TfL to change the policy and ensure that no driver's livelihood is put in jeopardy unfairly. If you are reading this and you aren't currently a member of the LTDA, I would strongly encourage you to join, so that we can protect you as well.

These extra calls are in addition to increases in our bread-and-butter work - helping members with licensing issues, driver and cab issues, medical queries, DBS checks, PCNs, as well as the more serious legal matters often resulting from false allegations.

With regard to serious legal issues, we have recently seen some very serious allegations where our member has regretted not having in cab, rear facing, CCTV. It might be something worth thinking about, it certainly helps when faced with a complaint or worse. I would also like to take the opportunity to

remind drivers to be more careful than ever out there. Remember to never use a mobile phone, unless it is safely in a cradle. A single mobile phone offence can now have extremely serious consequences and result in the loss of your livelihood.

Civil Case Against Uber

It's often said that the wheels of justice turn slowly. I have often thought 'glacial' is a better adjective for our courts! Many of you will have signed up to the civil case being run against *Uber* by the RGL Group, better known as the BULit21 claim. Well, this is now beginning to make progress and its worth finding out more, if you haven't already.

The legal team at Mishcon de Reya is now moving towards issuing formal court proceedings. They are currently preparing the claim forms (writ), which will list all the drivers that are claimants against Uber. If you drove a cab, whether as a green or yellow

badge between June 2012 and March 2018, and you have not signed up, time is running out. The claim may also be expanded to include people driving a cab until late 2020. Equally, if you signed up but have yet to sign the Litigation Management Agreement (LMA) you need to do so ASAP or risk being left out of the claim.

Hopefully, sooner rather than later, the whole story of how *Uber* operated illegally for so long and cost honest, hard-working cabbies dearly by inflicting serious financial losses, will be heard, and result in those cabbies being rightfully reimbursed.

The mini cab app is no longer the threat or challenge that it once was to our business. Those dark days of the height of that app's popularity and its ferocious lobbying campaign to protect its unfair and illegal business model, are thankfully behind us. But cabbies went through a lot back then, and they deserve their day in court. **LTDA**



High Holborn Proposals

The big concern with this scheme, is the proposal to reduce the two lanes on High Holborn at the junction with Procter Street to just one. The inevitable traffic tailbacks will no doubt, be considerable.

Top rank

Many of you will have seen that Camden Council has released a set of proposals for a new 'healthy streets' scheme in Holborn, most notably at its junction with Southampton Row and Kingsway. Camden ran what they described as an "urgent" consultation on the proposed scheme, which aims to make various junctions in High Holborn, Drake Street and Procter Street safer for cyclists. For once, they do seem to have considered the role of taxis and the needs of pedestrians, so it's not all bad, but there are things that need to be looked at again, to prevent the area becoming yet another traffic black spot.

6

The humble pedestrian

Before I get on to our concerns, I think it's only fair that I acknowledge that some aspects of the scheme are good. Firstly, it is nice to finally come across one of these projects that caters to the overwhelming frontrunner when it comes to travelling around the capital, the humble pedestrian.

TfL / City Hall was the first to appoint a Walking and Cycling Commissioner. Now, walking and cycling or the catch all term of 'active travel' has worked its way into the job titles or job descriptions of many people in power - from government transport ministers, all the way down to councillors and officers in the London boroughs. Whilst walking is given equal billing in such job titles, so far (it would appear) the majority of these people have chosen to ignore the reference to walking, implementing scheme after scheme with elements that either hinder pedestrians or simply ignore them, let alone making life any safer for them.

This new scheme does improve pedestrian safety in the most part. As I've said before, at some point in the day, we are all pedestrians. Our passengers certainly are, both before and after being in the cab, and we, when we leave our cabs, also become pedestrians. As someone that regularly walks and drives in this area, I do welcome



"From the outset of this scheme's launch, Camden Council has made it very clear that licensed taxis will have full access to both the new and improved bus lanes."

the improvements to be made for those crossing the road. These won't stop the 'my phone is my universe brigade', who can't seem to stop gazing at their phone for the few seconds it takes to check it's safe to cross the road, but then it is hard to plan for idiots.

Taxis considered

I think it is also a very welcome change that from the outset of this scheme's launch, Camden Council has made it very clear that licensed taxis will have full access to both the new and improved bus lanes within the scheme. In fact, if you've watched the accompanying video on the consultation page, you will have noted that taxis play a starring role. You may think, so what? But, let me remind you, all too often in the past, it seemed that as far as certain people within Camden were concerned, we didn't even exist (unless it was in a negative context), so we were conveniently erased from any consideration.

Whilst this small change may not at first glance appear to be of any significance (and indeed in the long run it may not mean anything), bwith my glass half full hat on, it may just be the beginning of a softening by Camden towards our trade.

I'm sure that if they would now actually meet us (something they have unfortunately not wished to do in recent times under previous personnel) they would find our insights very helpful!

Traffic tailbacks

The big concern with this scheme, is the proposal that when coming from the east, past the Rosewood Hotel and approaching the junction with Procter Street, the current two lanes will be reduced to just one. This means that all the traffic would need to converge into that single lane and the inevitable traffic tailbacks will no doubt, be considerable. Having access to the bus lane, will help taxis avoid the worst of this between 7am and 7pm, but we will be suggesting that along with other bus lanes in the scheme, this one is made operational 24 hours a day. Unfortunately, when we need to merge at the junction, we will still be delayed along with the rest of the traffic!

Potential solutions

There are two other possible solutions. The first may be difficult to achieve and would cost a few bob, but I can't see why there is the need for such a

large and odd shaped island at this junction? I'm sure it could be better designed and shrunk significantly, to allow two lanes to remain in place.

The other option, which would cost no more than a new sign or two, and something we will be recommending and pushing for, is for taxis to have full 24-hour access to the Westbound bus lane going from Theobalds Road, through Bloomsbury Square and onto New Oxford Street. Not only would that help to reduce traffic at this junction, but also further along High Holborn and St Giles High Street. TfL Buses, I'm sure would object to us having this access, likely with claims this will affect bus times etc, but these are the same buses we share Oxford Street with and our presence there doesn't seem to cause them any issues.

For now, we await the Council's response to the consultation and will continue trying to meet with the decisionmakers in Camden to discuss this and any future schemes. ■ LTDA

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Record Investment But Where's the Reward?

It's simply unfair to expect individual sole traders to invest so much into a business and then not fully support conditions for that business to operate efficiently.



we are trained and charged to perform.

At the moment, we are made to fight every battle. Too often, the default is to leave us out, make us argue and force us to lobby for inclusion. This situation has to change – it is simply unfair to expect individual sole traders to invest so much into a business and then not fully support conditions for that business to operate efficiently.

Return on investment?

In addition to the loss of three years' working life of my current cab, this time next year I will be required to invest in a new one. Whether I choose to rent or buy, my next cab will certainly cost me a lot more, both in nominal and real terms, than my TX4.

As I write, the Bank of England has just increased the base rate of interest by 75 basis points to 3%. As I've discussed before here, this is not a historically high level, but in the recent context, these rises are eye-watering. Whether you have a mortgage or not, credit is becoming more expensive, and there are not many drivers (or garages) that I know, who can afford to buy new cabs without finance.

It is reasonable to expect that the cost of finance will increase and stay higher in the medium term. So, I'll say it again – taxi drivers are investing hugely in the future of London, and we deserve those investments to be recognised and supported, by those who decide where we can and cannot go in the course of carrying out our job. Good luck out there.

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M4 Musings

After the epic wait, lasting more than three years for some people, feeder park tags have finally arrived once again at Heathrow Airport. These are being released first to those drivers whose tags had stopped working or been lost. As they start giving out new tags HAL will be carefully monitoring the impact on Taxi Feeder Park capacity. The good news is that the waiting list will at last begin moving in the right direction.

I know it can be very frustrating, but please be patient and polite to Apcoa staff, who have often been working under huge pressure this year.

Strong demand

Meanwhile, demand at the airport remained strong in October, another month with a large number of movements through the Park. Heathrow is nowhere near back to pre-Covid levels in terms of passengers, with the current level around £65 million per year, as opposed to £81 million before the pandemic. In this context, the TFP throughput

shows an increased proportion of customers choosing taxis, and why wouldn't they? Taxis are the most comfortable and versatile option for onward travel from Heathrow. Despite the increase, all is not rosy in the garden.

Heathrow seems to believe they need to restrain this use of taxis in order to convince folk that they are serious about reducing traffic and the airport's environmental impact on the surrounding area. We have of course reminded them that taxis remain a very tiny contributor in both of these areas – with almost all the fleet Euro 5 or above and closing in on half now Zero Emission Capable (ZEC).

There will surely be some publicity now that the Elizabeth Line goes straight through Paddington with no change. I'm sure some of our passengers will be tempted to use it, but in the end a train is a train, it is no substitute for a comfortable door-to-door service. We hope ranks will remain busy as Heathrow seeks to increase passenger levels back to where they were and beyond.

Cabs off the road

Like many other drivers, I took my cab up at the end of October to get its final licence, a sad moment. I will have lost three years off the lifetime of my

cab – that represents part of a significant, forced personal investment, which I and others are making, towards the transition of the London taxi fleet into eventually being 100 per cent ZEC.

Many cabbies, including me, feel that we are yet to see the benefits of this investment in the shape of recognition from the Mayor, TfL and certain London boroughs, for example by including licensed taxis in low-traffic reduction schemes and other restrictions.

Given what candidates go through to qualify as a driver and obtain a cab, whether renting or buying, there should be a common assumption among all relevant authorities that taxi drivers should be allowed to do the job that

M4 works

Apologies to anyone who was inconvenienced by me saying the restriction at Cromwell Road Bridge would be removed in late October – I was going on the best information at the time, but this was later changed. It was a great relief to Heathrow drivers when the lane closures were finally removed, as they were causing significant inconvenience and extra cost to our passengers. This was compounded latterly when a 'void' opened up on Chiswick High Road, near the most recent round of works associated with 'Cycleway 9', closing the road for some days. While things should be better for a while, there are further closures scheduled before the Cromwell Road Railway Bridge works are completed, hopefully by late December. ■ LTDA

How FREE NOW is honouring Remembrance Day



Standing with black cab drivers to raise money for charity



FREE NOW ✓

FreeNow

As another year passes and Remembrance Day approaches, the UK comes together and takes time to pay homage to those who are no longer with us as a result of war. It's a chance for everyone to show their everlasting honour and respect. We know that Remembrance Day is meaningful to a large number of our black cab drivers and that veterans and their families hold a special place in their hearts. We also believe that, like our veterans, our drivers know what it means to do a service that they hold in high regard. So, for FREE NOW, Remembrance Sunday marks a poignant time for us to pay tribute and do something valuable.

Our pledge to charity

We do this by standing shoulder to shoulder with our black cabbies in their commitment to commemorating this day. They've always been there to take veterans from stations across London to the Cenotaph for the ceremonial service, and we're proud that this year will be no different. And because we believe in making a genuine difference to those close to the cause, we'll be matching all the tips our drivers get on Remembrance Sunday and donate the total to the Taxi Charity for Military

Veterans. This organisation does remarkable work to help World War II veterans, military veterans from other conflicts, and their families. It's a privilege to be able to contribute to their efforts.

This means that on November 13th, every penny that drivers receive in tips through the FREE NOW app will be matched by us, and this will be donated.

As part of this pledge, we'll be encouraging passengers to tip generously, for our drivers and the chosen charity. We'll also reach out to all of our black cab drivers so they know how they can participate and help raise as much money as possible. Thousands raised in previous years. This isn't the first time we've been involved in raising funds for these causes. With the help of our dedicated black cab drivers and passengers, we've successfully led this campaign in previous years and it's something we're extremely proud to continue.

We've previously been fortunate enough to contribute thousands to the charities, and we're sincerely hoping that we can raise similar amounts again for this Remembrance day.

Helping the NHS

Along with this annual effort, we've been working hard to do more for our local communities. We have spent the last two years working with charities and on community initiatives. In 2020, with the help and generosity of our drivers, we launched a special

fleet type called NHS Heroes. This was designed to help NHS staff get around London during the peak of the pandemic so they could continue doing incredible work without the added stress of travel. Similarly, we had overwhelming support from our drivers who joined us in another initiative to help make it easier for NHS nurses to move around the capital. Thanks to our Vaccines Rollout with FREE NOW drivers, nurses were brought directly to vulnerable patients at short notice so they could administer all important vaccines.



Giving back to the community

It wasn't only the pandemic that shone a light on the causes we could help with. FREE NOW, along with the rest of the country, noticed an alarming increase in the number of families relying on food banks and we wanted to do our bit. In November 2020, FREE NOW employees delivered a total of 260kg in food donations to the Waterloo Foodbank, with the help of our drivers.

Not only are we aware of the enduring generosity of our black cab drivers, but we also know a lot of them are football fans with a competitive spirit. Therefore, we decided to host our first charity football tournament and raise money for the London Ambulance NHS Trust. The tournament, which we named Champions of

the Road, was between our black cabbies, the London Ambulance Trust themselves, and our FREE NOW team.

A greener future

Last year we also built six carbon-consuming micro-gardens in local communities around London in a bid to help absorb harmful CO₂ – especially in more congested inner-city areas – making the air cleaner to breathe.

This was a part of our larger Green Pledge; FREE NOW's promise for a more environmentally safe planet. Our Green Pledge outlines our commitment to taking action, right here and right now, for the sake of the future.

Since 2020 we have also offset all carbon emissions and helped businesses reach their sustainability goals with greener travel. We remain committed to doing this, and a lot more, for the environment.

We continue to recognise and appreciate the incredible opportunity that FREE NOW has to engage with causes our black cab drivers care about. We want to carry on raising money for the organisations that mean something to them and place our resources at the centre of projects that matter.

Find out more

If you're not a driver with FREE NOW but would like to know about how to become one, you can find out all you need at www.free-now.com/uk/driver/. And for more information on our Green Pledge you can visit the webpage <https://www.free-now.com/uk/green-pledge-driver/> to see what we have planned.



A European Taxi Fair with a (Noticeable) Difference

Delve into what felt like an IT-centric takeover, at this year's event.

International correspondent

Just as the heavens opened and Autumn weather set in, it was time for this foreign contributor to go on a jolly. To a warmer climate? No. To Germany, to the heart of the Ruhr-area, to visit the European Taxi Fair (across 4th and 5th November), which used to be in Cologne every other year.

To me, the name of this European Taxi Fair has been an enigma since its start. It's basically a thoroughly German event with a thin European sauce. Do the exhibitors or visitors make it European? Of the 72 exhibitors (25 to 35 fewer than the last Cologne event in 2018) only 18 didn't come from Germany. Some had travelled from the UK and CenCom, a Norwegian IT-company closely linked to Oslo Taxi, even came to Essen to meet their clients.

Exhibitors make it European

If this European Taxi Fair, with just over one hall instead of two fairly big ones in Cologne, drew slightly more than the 14,000 taxi enthusiasts of pre-Covid Cologne in 2018, exhibitors thought foreign visitors were around the 5% mark - 350-400 max. This makes sense as I spotted Finnish people, Norwegians, quite a few Brits, some Danish natives, Austrians, Eastern Europeans and at least one Luxemburg resident. The Dutch and Belgian taxi operators (almost a home game for them), were absent. So it's not really the visitors that make this event European after all, it's the exhibitors themselves.

There was something else strange at this event, apart from the truly positive atmosphere (everyone was happy to meet again). There were no international conferences built around it to draw said international crowds. The seminar content was interesting (new German regulation and sustainability initiatives for the taxi trade), but unilingually German. The four languages in the programme booklet had been cut to two: German and



English. So, for all intents and purposes, a European Taxi Fair-light.

Absent: LEVC & Mercedes-Benz

There was something else strange, apart from the feud between the organising taxi association and the excluded others. There wasn't a single purpose-built taxi on the exhibition floor. LEVC had registered, but pulled out just before the event and I'd love to know why. But the brand that dominated previous shows and was a great friend to the German taxi trade, Mercedes-Benz, also pulled out save for a small dealer-stand. With the star-brand hastily retreating to the Stuttgart hills, the Mercedes it usually sponsored as main prize for the ubiquitous Euro Taxi Fair lottery, was replaced by a Volkswagen Touran (diesel, not electric, mind you).

At previous events, the taxi trade was thought to be so important that both Mercedes-Benz and Volkswagen organised their own lavish festive gala evenings for the trade. The Stuttgart star-brand put its stamp so clearly on the trade's main event until 2018, that almost every visitor was carrying a Mercedes-bag with taxi goodies. Now it was virtually invisible.

IT was King in Essen

Some other carmakers had gone the dealer-route too, but there was a large Toyota/Lexus and a Volvo/Polestar company stand with uniformly ivory-coloured cabs (Germany's obligatory taxi colour in most regions, RAL 1015). Both brands covered every fuel angle. And where, in 2018, there was a sea of ivory cabs and brands, this time the IT-companies had well and truly taken over the show. They mainly offered dispatch

solutions and accounting suites for Germany's healthcare work (a lot of wheelchair-accessible vans proved that point too).

Autocab was there (carefully avoiding mentioning its Uber lineage), plus Austrian giants fms/Austrosoft and Hale Electronic, FreeNow, CenCom, TDS, Frogne/Structab, Gefos, Taxi Butler and lots more. IT was truly King in Essen. iCabbi was there too - straddling two worlds as Renault Mobilize's daughter: IT and mobility, showing off the new Mobilize Limo which is slowly being rolled out in Europe, starting in Madrid. IT and mobility combined on a lease basis. UK's CMAC's appearance was a first, signing up taxi companies to service clients for its ground transportation network, in case of travel emergencies.

Even if the show news was limited, personal contacts and being absent for so long, made for a successful trade show. **TAXI**

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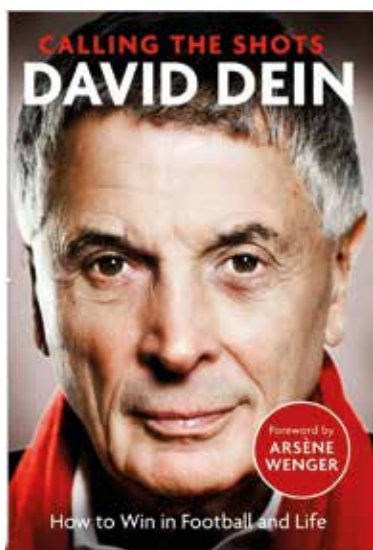
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TAXI Talks to Football



Interview

David Dein MBE is a football legend. During his time as co-owner and vice-chairman at Arsenal Football Club, he helped lead the Gunners to glory and oversaw a golden period in the Club's history. Something you may not know about Dein, is that he is also a huge supporter of London's licensed taxi trade.

Following the publication of his autobiography, *Calling the Shots: How to Win in Football and Life*, David spoke to TAXI about his distinguished career and current projects, as well as his love of London's black cabs and more than 40 years as a loyal customer.

Early years

David Dein was born and raised in Temple Fortune, North London, and now lives in Mayfair. He started his career working in the family shop, before setting up Dein Bros (Food Importers) Ltd. with his late brother Arnold. The business proved to be a great success and through contacts he built up in West Africa and elsewhere, Dein spotted another opportunity going on to establish a sugar trading business. Despite a serious setback and a number of challenges, which he describes in his new book, David did well. He notes how these experiences, "prepared him for dealing with football agents later on."

A true fan

Alongside business, football has always been a huge part of his life. Dein's love of the game

David spoke to TAXI about his distinguished career and current projects,

started from a young age. During the interview, David showed TAXI a diary he kept as a boy. He turned to an entry from 1st February 1958, detailing the first time he went to an Arsenal match, with his beloved uncle. His passion for the game is clear to see in the earnest writings of a 10-year-old boy. He speaks of the atmosphere, the excitement and the rollercoaster of emotion, as his team pulls back from 3 - 0 down at half time to 4 - 5 at full time, against Manchester United. Whilst they didn't win, it's clear that young David was officially hooked.

He also pointed out an entry from a few days later, following the Munich air crash disaster. Writing in red pen, he is clearly upset and remarks on the huge sense of loss and great sadness over the plane crash which killed eight Manchester United players and 15 others.

As a devoted Arsenal fan, when he saw an opportunity to invest in the Club that he loves, he jumped at the chance. This led to a long and distinguished role at the heart of English and international football. The rest is history.

David told TAXI that being a real fan, is a big part of why he was so successful. He is passionate about everything the Club does and that passion is what drove him.

The glory days

David first purchased shares in Arsenal in 1983, gradually building up his stake to owning 42% of the Club by 1991. He brought a strong business minded approach to the club and its management. His straight-talking style, grounded in realism, alongside a lifelong love of the beautiful game, proved to be a winning combination. He always looked to the future and asked himself, "what can I do to drive the game forward?"

He took a leading role in Arsenal's management and pushed for change, which helped to take his team to the top. He pressed hard for Arsène Wenger's appointment as manager in 1996. Dein had met Wenger back in 1989 and believed he had something special. From then on, he had a clear vision of "Arsène for Arsenal," which was



eventually realised. At the time, Wenger was a relatively unknown and untested figure, and many were sceptical as to whether he would be the right fit. Two years later, in 1998, his first full season in charge, Wenger led the team to win the double, securing the Premier League and FA Cup titles.

Actively involved in decisions on transfers and contract negotiations, David helped the Gunners sign and curate one of the most impressive and well-known line ups of all-time, including Thierry Henry, Sol Campbell, Dennis Bergkamp, Patrick Vieira, Freddie Ljungberg, and Ashley Cole, amongst others. That squad came to be known as "The Invincibles" after going undefeated in the 38 games of the 2003-04 season. As David noted, this is a feat that "has never been repeated." To this day, he maintains close relationships

with many of these players, as well as former manager, Arsène Wenger, who wrote the foreword to his new book.

David doesn't like to take all the credit for Arsenal's success during this period. He told TAXI that "he was privileged just to be part of it." He proudly describes this period as "nothing short of a magical time."

Taking football to another level

In 1992, David was also heavily involved in the creation of the Premier League, taking English football to a whole new level. This was in part inspired by the tragic Hillsborough disaster and a wish to further professionalise the sport and prevent anything similar from ever happening again. At the time, he and his colleagues could not have

Legend David Dein MBE

as well as his love of London's licensed Taxis and more than 40 years as a loyal customer.



"By magic they steered us directly to our destination. They had the Knowledge and we had the privilege."

13

visited all 117 of England's prisons, speaking to inmates and facilitating partnerships. He was awarded an MBE for his services to football and charity in 2019.

Black cab supporter

As a mover and shaker in the world of football and business, David has been travelling around London for more than 40 years and his transport of choice has always been the black cab. In his book, he notes that when he went on days out with his father they would take a taxi as a treat, instead of the usual bus. He describes the thrill of "opening the big door, choosing a seat - the tip-up or the one the size of a sofa - and then instructing the driver where to go." He also describes how impressed he was by the fact that drivers always knew where to go. "By magic they steered us directly to our destination. They had the Knowledge and we had the privilege."

Throughout his adult life, he continued to favour travelling by taxi. He was one of *Radio Taxis* first customers, with the account number RT0199. As the company changed hands and evolved, he

stayed loyal and is now an active *Gett* user. He told us proudly that he has "never, ever, used Uber" and has stayed loyal to the trade through good times and bad. He explained that black cabs "deserve the business," because they are "insured, know where they are going and you can always have a good conversation, invariably about football." Dein told TAXI that he takes cabs everywhere and even uses them to do things like deliver parcels, if he needs something done in a hurry and properly!

Whenever he gets in a cab, David said he always finds himself having a rousing conversation with the driver, whether they are an Arsenal fan or not, there is always common ground and he told us he does his "market research in the back of a cab."

As a loyal customer, we asked David, what changes he has seen and what he thinks the future holds for the trade. In David's opinion, "cabs are an essential part of the fabric of London." He described his "utter admiration for cab drivers" and hopes that they will keep doing what they are

doing. He recognises the challenges cabbies are encountering, particularly around road closures and remarked on how frustrating it must be for a driver stuck in traffic. He also noted that the ability to use bus lanes and "knowing all the short cuts", are important advantages for the trade. Finally, he is fan of the "fantastic electric cabs that have taken cab trade to a new level."

If David gets in the back of your cab, do say hello and give him your views on the latest happenings in the world of football (Arsenal fan or not), he would love to hear them. ■ TAXI

David Dein's new book, *Calling the Shots: How to Win in Football and Life* is out now and available to purchase in hardback (£22, Constable). *Calling the Shots* is the story of Dein's life and career in business and football, in which he shares never before told stories from his time in the corridors of power at Arsenal, the FA, UEFA and FIFA. The book offers amazing insights into some of the most dramatic turning points in the recent history of Arsenal and football as a sport both nationally and internationally.



Charles Peace: An Imposter in Peckham

Scotland Yard's Crime Museum is one of the world's most famous private collections; a trove of items made all the more intriguing by the fact that they're off-limits to the general public.

Rob's history tips

One pair of items held within its archives include a 19th century violin plus its accompanying case; two supposedly unassuming objects which have a dark tale to tell. For they were once owned by Charles Peace, one of Victorian Britain's most notorious crooks.

Born in Sheffield in 1832, Charles began working at a steel mill at an early age. But when he was 14 he suffered an industrial accident. A depressingly common occurrence at the time that resulted in him losing a finger and leg.

Man of many talents

Charles was a gifted fellow, and in the wake of his life-changing injuries supported himself via other means: working as a picture framer, an aspiring inventor and as a musician, hence the violin.

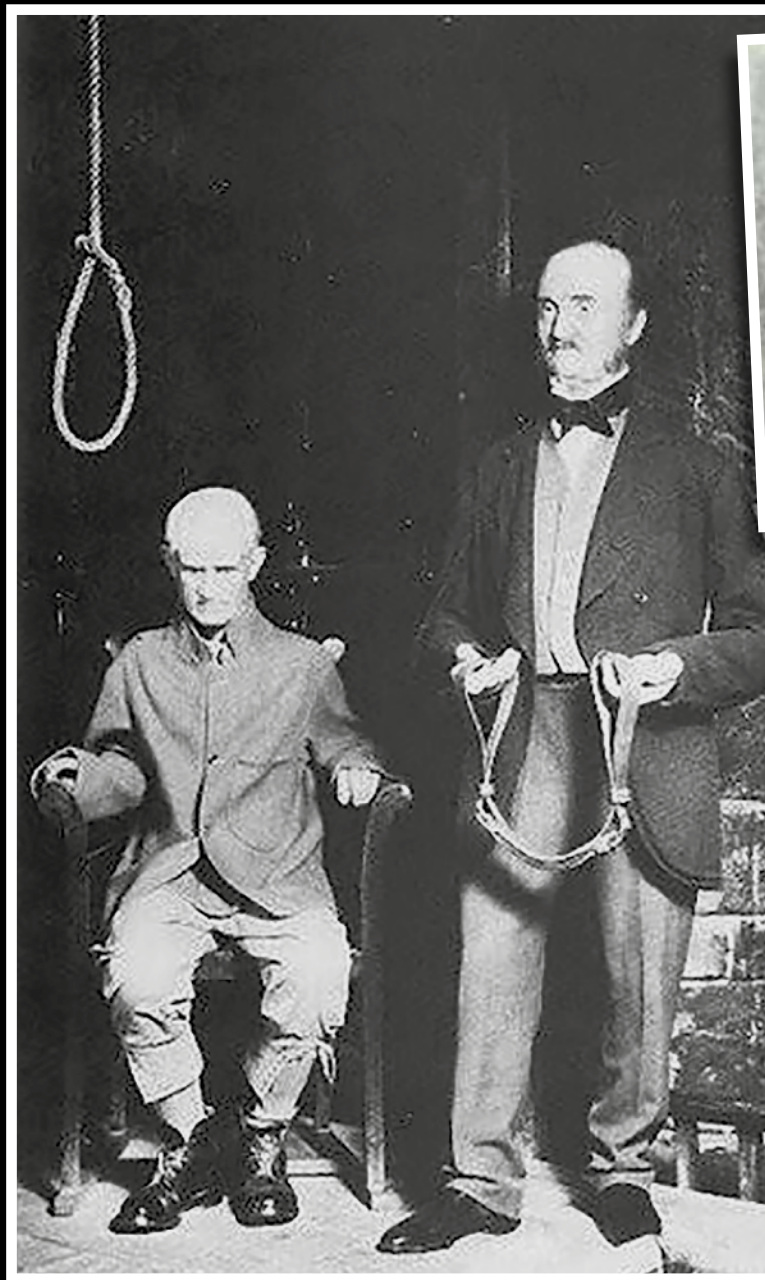
This was all admirable of course, although unfortunately Charles discovered that the best way to make money was through house burglary; a crime he became highly adept at.

In 1876, Charles was conducting one such break-in at a property in Manchester when he was caught in the act by a policeman who he promptly shot and killed. In the aftermath, two innocent brothers were arrested and put on trial, leading to one, William Habron, being sent to the gallows.

Charles, who'd been following the proceedings closely, was in the court's gallery when this sentence was passed, and thus happily watched an innocent man sent to his death.

Soon after, back in Sheffield, Charles befriended his new neighbour, an engineer named Arthur Dyson. This eventually led to him becoming besotted with Arthur's wife, Katherine.

So obsessed was Charles, that the couple felt compelled to move elsewhere, but when they did Charles found them and turned up in their garden one night with a revolver. When Arthur attempted to apprehend his former neighbour, Charles



pulled the trigger, killing him.

After committing this second murder, Charles decided it would be best to flee to London where, amongst the teeming millions of people, it would be easier for him to hide.

To shield himself further, he created a disguise and a new identity, calling himself 'John Ward.'

London fugitive

Charles found lodgings at 5 East Terrace, off of Peckham Rye's Evelina Road, and his neighbours soon came to regard 'John Ward' as a quiet, respectful man with a love of animals: he kept cats, dogs, rabbits, guinea pigs and

more, along with a pony and trap, which he would ride around in collecting bric-a-brac.

He was also a regular church-goer, and continued to play the violin, although by night, its case was used to conceal a collection of very different instruments: namely a jemmy, skeleton key, knife, revolver, and even an ingenious folding ladder. Charles was back to his old criminal ways.

When out robbing he kept things local, favouring large houses in south-east London. He even stole from the vicarage of the church at which he worshipped.

At 2am on 10th October, 1878, Charles was stalking around

a house on St John's Park in Blackheath, when a passing Constable named Robinson noticed a shadowy figure climbing out of the dining room window into the back garden.

Clocking what was going on, Constable Robinson gave chase, leading Charles to shout "Keep back, or by God I'll shoot you" which he then did, firing five times and hitting the police officer in the shoulder, although fortunately the wound wasn't fatal.

Charles was arrested and tried at the Old Bailey under his alias, 'John Ward', for attempted murder. He was found guilty and handed a life sentence.

The not-so-great escape

A few months later, the authorities realised that 'John Ward' was in fact Charles Peace, the man wanted for the murder of Arthur Dyson. With his cover blown, Charles was taken from his cell at Pentonville, and escorted down to St Pancras, where he was to be taken back to Sheffield by train.

During the journey, the ever canny Charles managed to slip away from the guards and proceeded to leap from the railway carriage as it sped along. He survived but was badly injured, and after the guards pulled the emergency cord to stop the train, he was promptly hauled back on board.

Charles Peace's second trial was held in Leeds where it took the jury 10 minutes to find him guilty of Arthur Dyson's murder. He was executed at Armley Gaol in 1879. ■ TAXI

Taxis Leading the Way in Cleaning Up London

LEVC TXes now outnumber any other model of taxi on London's roads.

There are now more TX electric taxis on London's roads than any other model of black cab. According to the latest figures from Transport for London, 43% of London's black taxis are now zero emission capable (ZEC) or electric, with 6,352 TXe and Dynamo taxis now licensed in the capital.

This is a significant milestone and demonstrates the taxi trade's commitment to cleaning up London's air. To date, the individual drivers and small businesses, which make up the trade, have invested more than £400,000,000 in these new, green vehicles.

LEVC, the manufacturer of the TXe, estimates that since its launch in 2018, the new model of the iconic black cab has saved more than 144,000 tonnes of CO₂ emissions globally. With the vast majority of the vehicles sold to date operating in London, this represents a significant environmental benefit, which should be celebrated by decision makers in City Hall, the London boroughs and national government.

Time of change

This positive news comes at a time of change for LEVC, which recently announced a voluntary redundancy programme designed to reduce its UK staff by 140. This is part of a broader plan

to restructure the organisation and to "focus on operational efficiencies and greater cash flow generation." Like most in the automotive industry, the manufacturer was hit hard by the pandemic and has continued to face challenges due to the disruption in supply chains and other global economic challenges. LEVC is now looking to the future and believes these changes will support the business "as it enters the next crucial phase of its development" and they will "enable future investment into new technologies and products."

A well-known face

As part of these broader changes, a well-known face in the cab trade, Lorenzo Bugliari has been promoted and now takes a leading role as Head of Retail at Brewery Road. He takes over from Dan Cross, who has now been promoted to UK Sales Director. Bugliari will be focused on continuing his predecessor's fantastic work focusing on customer-service at Brewery Road, alongside service manager Shane Fuller.

Steve McNamara, General Secretary of the Licensed Taxi Drivers Association said: "Lorenzo knows our trade inside out and has always been very supportive and helpful to drivers and the team at the LTDA. We look forward to continuing to work



closely with him and his colleagues at LEVC to support our members and to build a sustainable future for the cab trade."

Alex Nan, CEO of LEVC, commented: "We are witnessing a significant tipping point in the push towards cleaner transportation, with the TX overtaking the diesel-powered TX4s.

"Since LEVC launched the revolutionary TX taxi it has successfully delivered an unrivalled sustainable mobility solution. With each new TX on the road, we are preventing thousands of tonnes of harmful emissions, helping to create healthier and happier cities." **TAXI**

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16

Qatar World Cup 2022: Preview & Predictions

Here's everything you need to know about this year's biggest sporting event.

3 2 teams, 832 players and an audience of billions. These statistics can mean only one thing: the 2022 World Cup Finals, in Qatar, is about to kick-off!

According to FIFA president Gianni Infantino, the first ever Winter World Cup will be the most-watched in the tournament's history, with a predicted five billion viewers tuning in. A total of 64 matches are to be played during the tournament, with nearly 2.9 million tickets having been sold. However, despite solid ticket sales Qatar's hosting of the tournament is not without controversy. Migrant worker deaths, human rights issues and alleged corruption over the procurement of the finals have all beset the middle-eastern nation.

Whatever the issues may be in relation to this particular final, it is now upon us. So, what can we expect from the group stages of this £138 billion tournament? Here are the teams, ones to watch and my predicted qualifiers...

GROUP A

It's hard to see anybody but the Netherlands winning this group, after sailing through the qualifiers, scoring 33 goals and losing just once. Despite Wijnaldum missing the tournament with a fractured tibia, with van Dijk marshalling the defence and Depay spearheading the attack they will be far too strong to be troubled by any other team in the group.

The real battle will be for second place. Ecuador and Qatar open proceedings and although Ecuador are the lowest ranked side in the tournament they will be expecting to win that match after coming through a tough qualifying group.

The most interesting game in the group will be between Senegal and

Ecuador. With free-scoring Bayern Munich forward Mane leading the Senegalese line, it's highly unlikely Ecuador will be able to stop the African nation from progressing to the last 16.

■ Predicted to qualify: Netherlands, Senegal

GROUP B

With just 17 ranking places separating the four sides, it can be argued Group B is the group of death. England should be too strong for the rest of them, however, their current form is woeful. With three draws and three defeats in their last six games, England look a shadow of the side that had gone 22 games unbeaten between November of 2020 and June, 2022. It's hard to know which England will turn up to this tournament. On their day, Southgate's men can beat anybody, but a porous defence has been their Achilles' heel.

A desperately out of form Maguire and Alexander-Arnold will be a major concern for Southgate. Another problem for the team manager is Kane, who, despite having a good goals to games ratio in all competitions this season, looks tired and lethargic. Saka may also be an issue after picking up an ankle injury in the league.

England open against Iran, who have a habit of punching above their weight and could pull off a shock. Despite some patchy club form, Bayer Leverkusen's Azmoun will be a player to watch. With 41 goals in 65 internationals, he is Iran's most prolific striker and will need to be tightly marked.

It's anticipated that the fight for second place will be between Wales and the United States. This is Wales' second foray into the rarefied waters of the World Cup, with their only other appearance in 1958,

GROUP A**GROUP B****GROUP C****GROUP D****GROUP E****GROUP F****GROUP G****GROUP H**

when they reached the quarter finals. Goalkeeper Hennessey, along with Gunter, Ramsey and Bale, have amassed nearly 400 caps between them. There is a vast amount of experience available, however, their last six matches have gleaned just a single victory. USA manager, Gregg Berhalter, has done a fantastic job rebuilding his side and has talent in players such as McKennie and Pulisic. Given Wales' poor form it's likely the US could squeeze through in second place.

■ **Predicted to qualify: England, USA**

GROUP C

With Argentina emerging unbeaten from their qualifying group, we could be looking at one of the eventual winners of the tournament. They have an abundance of top quality players at their disposal, with Di María, Álvarez and of course a 35 year-old Messi (pending a slight injury scare) all available for selection. They should qualify from Group C in top spot quite comfortably.

Mexico's Jiménez is still suffering from a groin injury, so it's uncertain whether he will be fit for selection. Their ageing squad has been in poor form over the last few games and that pool of older players have not been replaced by younger talent. This opens the door to Poland who, with players such as Lewandowski and Zielinski, should finish runners up. Unfortunately for Saudi Arabia, they could be heading home before the postcards arrive.

■ **Predicted to qualify: Argentina, Poland**

GROUP D

You would expect, with players such as Benzema and Mbappé available for selection, France to be one of the favourites to win the tournament. But they are another major international side who are misfiring badly. With just one win in their last six matches, including two defeats against group rivals Denmark, it's hard to see them finishing top of their group. Denmark, on the other hand, have won four out of their last six and could be dark horses to even win the tournament.

Both Australia and Tunisia are highly unlikely to qualify for the last 16, and will be battling it out to avoid finishing bottom of their group.

■ **Predicted to qualify: Denmark, France**

GROUP E

Despite qualifying from a very weak group, Germany are in deep trouble. After finishing bottom of their Nation's League, the alarm bells started to ring. Germany, who also failed to get out of the group stages at the 2018 World Cup, are no longer the footballing super-power of decades past. Other than Sanè, Havertz and Hoffman in attack, Germany has little experience across their squad.

Spain are another side who are in transition. Since winning the Euros in 2008 and 2012, along with the 2010 World Cup, they have looked very ordinary. With an ageing squad being replaced by players of limited

quality, this could be another major side that struggles at the group stages... but will ultimately finish top.

Although 28th in the FIFA ranking, Japan has the capability of causing an upset and performed moderately well at previous World Cups. Costa Rica is also capable of pulling off a shock. Despite finishing fourth in their qualifying group, they pose a real threat. It is possible that three out of the four sides could finish on five points, so it really could be anybody's.

■ **Predicted to qualify: Spain, Japan**

GROUP F

How Belgium is ranked the best international side on the planet is one of life's great mysteries. Although they have some fantastic players in Courtois, Tielemans, Hazard and De Bruyne, along with Lukaku up front, they are nothing special - but that's the FIFA ranking system for you. Ultimately they should get through the group stages with relative ease. Croatia, on the other hand, are a very useful side who could top the group. Despite an ageing Perisic and Modric, they have enough in their armoury to tear any side to pieces.

Unfortunately for both Morocco and Canada, they are no more than fodder for the might of the two European sides.

■ **Predicted to qualify: Croatia, Belgium**

GROUP G

This is a group that almost picks itself, with top spot belonging to Brazil. Unbeaten in their 17 qualifying games, with 14 wins, this is probably the best Brazilian side for a decade, boasting the likes of Thiago Silva and Danilo at the back, Fabinho and Fred across the midfield, with Neymar, Antony, Martinelli, Vinicius Jr. and Gabriel Jesus firing the artillery. It would be no surprise if Brazil go all the way.

For me, it's hard to see past Switzerland in second spot, although Serbia may push them. Despite being another international side with an older squad, Switzerland has more strength in depth than Serbia. As for Cameroon, they are nowhere near the force that they were in the '90s. There's a chance they could leave without a single point.

■ **Predicted to qualify: Brazil, Switzerland**

GROUP H

This is another group that seems to pick itself. Ghana and Korea are both good international sides but Portugal and Uruguay have far too much in their teams to be troubled. With Cancelo and Neves available for selection, and of course Cristiano Ronaldo, Portugal look set to top the group.

Despite the Uruguayans having a strong squad, with players such as Torreira, Betancur, Suárez and Cavani, they are an unpredictable side. They should, however, make it through the group stages in second.

■ **Predicted to qualify: Portugal, Uruguay**



Movie Corner

Amon Warmann offers cabbies some insight into the best films out this month.

Reel Talk



WEIRD: The Al Yankovic Story 📌

Daniel Radcliffe's post-Harry Potter career has been fascinating. The former boy wizard has played everyone from skinheads to farting corpses since vanquishing Voldemort, and he tackles the role of 'Weird Al' Yankovic with similarly fearless gusto. The Eric Appel-directed music-biopic focuses on Yankovic's absolutely 100% factually true story that starts with his musical talent being shunned by his parents, and includes him writing his first hit, being discovered by an agent, and having a relationship with Madonna (Evan Rachel Wood) en route to becoming a parody-song superstar.

WEIRD: The Al Yankovic Story scores a lot of laughs in taking all the oft-repeated cliches to task – the 'My Bologna' sequence is especially inspired – and the numerous, well-chosen cameos only adds to the hilarity. But none of it works if Radcliffe doesn't commit to the bit. His pitch-perfect performance is all the better for the fact that he plays it sincerely in a movie that is anything but. I didn't know much about Yankovic before watching this movie but I wanted to know everything about him after finishing it.



WEIRD: The Al Yankovic Story is available to watch on Roku.



Disney/Marvel Studios

Black Panther: Wakanda Forever (12A) 📌

How do you make a sequel to *Black Panther* – a billion-dollar grossing cultural phenomenon that changed the world – without your lead character and star? It's a daunting question that writer-director Ryan Coogler and his collaborators have answered in classy fashion with *Wakanda Forever*, a film that doesn't forget to thrill and entertain while it pays tribute to the late, great Chadwick Boseman, who passed away from cancer in 2020.

In Boseman's absence, the rich ensemble cast that was so wonderfully established in the first movie comes to the fore. Shuri (Letitia Wright) is especially prevalent this time round, as she reckons with her grief in the aftermath of her brother's death. Wright's performance is equal to the emotional depths it demands, as Angela Bassett's Queen Mother Ramonda only adds further heartfelt weight in key moments.

Indeed, grief is a major theme in *Wakanda Forever*, but the mourning process is frequently interrupted by the arrival of Namor (Tenoch Huerta), the ruler of underwater kingdom Talokan (which is stunningly introduced). Like Killmonger before him, Namor is an antagonist who benefits from not being entirely wrong about what's motivating his actions. He and his warriors also make for formidable opponents in battle, and every fight sequence feels impactful in ways that other MCU projects don't always manage. Add all this to yet another brilliant score by returning composer Ludwig Göransson, and you have Marvel's best movie of Phase 4.



Black Panther: Wakanda Forever is in cinemas now.



Enola Holmes 2 📌

Enola Holmes was a pleasant, lighthearted surprise back in 2020. After numerous Sherlock stories, it was nice to have a female Holmes out there in the world who not only proved to be every bit the sleuth her brother is, but repeatedly broke the fourth wall while doing so. Its success meant a sequel to the Netflix hit was never in doubt, and the follow-up improves on its predecessor in multiple ways.

The mystery this time round – which sees Enola (a returning Millie Bobby Brown) take on her first official case as a detective and attempt to track down a missing girl – is pleasingly tricky without becoming overly complicated. In addition to cleverly folding in a fictionalised telling of the Matchgirls Strike of 1888, it also neatly dovetails into the case that Sherlock (a returning Henry Cavill) happens to be working on, and the sibling banter is as quick-witted and charming as ever. Bring on movie number three!



Enola Holmes 2 is available to stream on Netflix now.

Funny or Die

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New King Takes the Throne

The next milestone will come late next year or early 2024, when the total number of diesels will be less than the number of zero emission and fully electric cabs on our streets.



Cab you drive

The big story this month is that the TXE is now officially the King of the Ranks. There are now more TXEs licensed in London than TX4s. It should be a source of pride to London and its leaders, that the capital now has the cleanest cab service on the planet!

At the end of October, TXEs made up more than 41% of our fleet, with 6,036 of them licensed. The number of TX4s is now down to 5,852 and Vitos are at 2,498. Of course, this fall in the number of TX4s has come at a cost, as the age limit reduction this month forced many drivers to take their vehicles off the road earlier than planned, which isn't something we can ignore.

The next milestone will come late next year or early 2024, when the total number of diesels will be less than the number of ZEC/EV cabs on our streets. Hopefully, at that point, someone at TfL or in the Mayor's office, will take the opportunity to

shout about this success, because so far the silence is deafening and absolutely nothing has come from either following the news that the TXE is now our most prolific cab!

A short wait

I was chatting with a well-known fleet proprietor last week. He was full of doom and gloom as he told me, "there are waiting lists for a new TXE!" I was surprised to hear this, because I speak to so many people in cab land and this was the first that I had heard of it. Two phone calls later, I confirmed that he was right, well sort of, there is a 3 to 4-week order delay. It's not really that remarkable when you compare it to the car world. There EVs are taking a minimum of six months and many manufacturers are quoting up to 18 months for popular models, such as the Audi Q4 e-tron. In what world does anyone expect to order a new vehicle of any kind and get it in less than a month?

The delay with most manufacturers is down to parts supply issues, largely as a result of the pandemic. The re-moaners will tell you it's all down

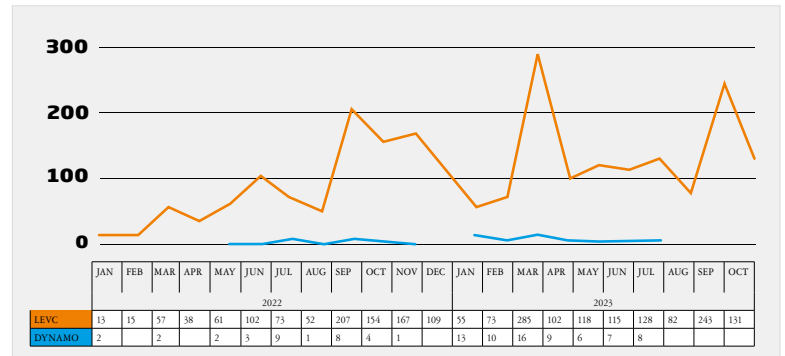
to Brexit, but quite how that stops Mercedes, BMW and Audi getting parts in Germany is never explained. It's a worldwide problem and it's probably only because of the size of LEVC's parent company, Geely, that they are able to keep up with orders and deliver so quickly.

Not bad

I go way back and I can tell you that a month is nothing! In the seventies and early eighties, if you went into the Carbodies showroom in Carnworth Road, wanting to order a new FX4, you had to pay a £500 deposit just to go on

the waiting list, and if you saw your new sherbet within 16 to 18 months you thought it was a result. How short peoples' memories can be! ■ TAXI

DYNAMO	182
LEVC	6,036
METROCAB	1
TX1	2
TX2	75
TX4	5,852
VITO	2,498
TOTAL	14,646



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‘The Professionals’

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

What 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.

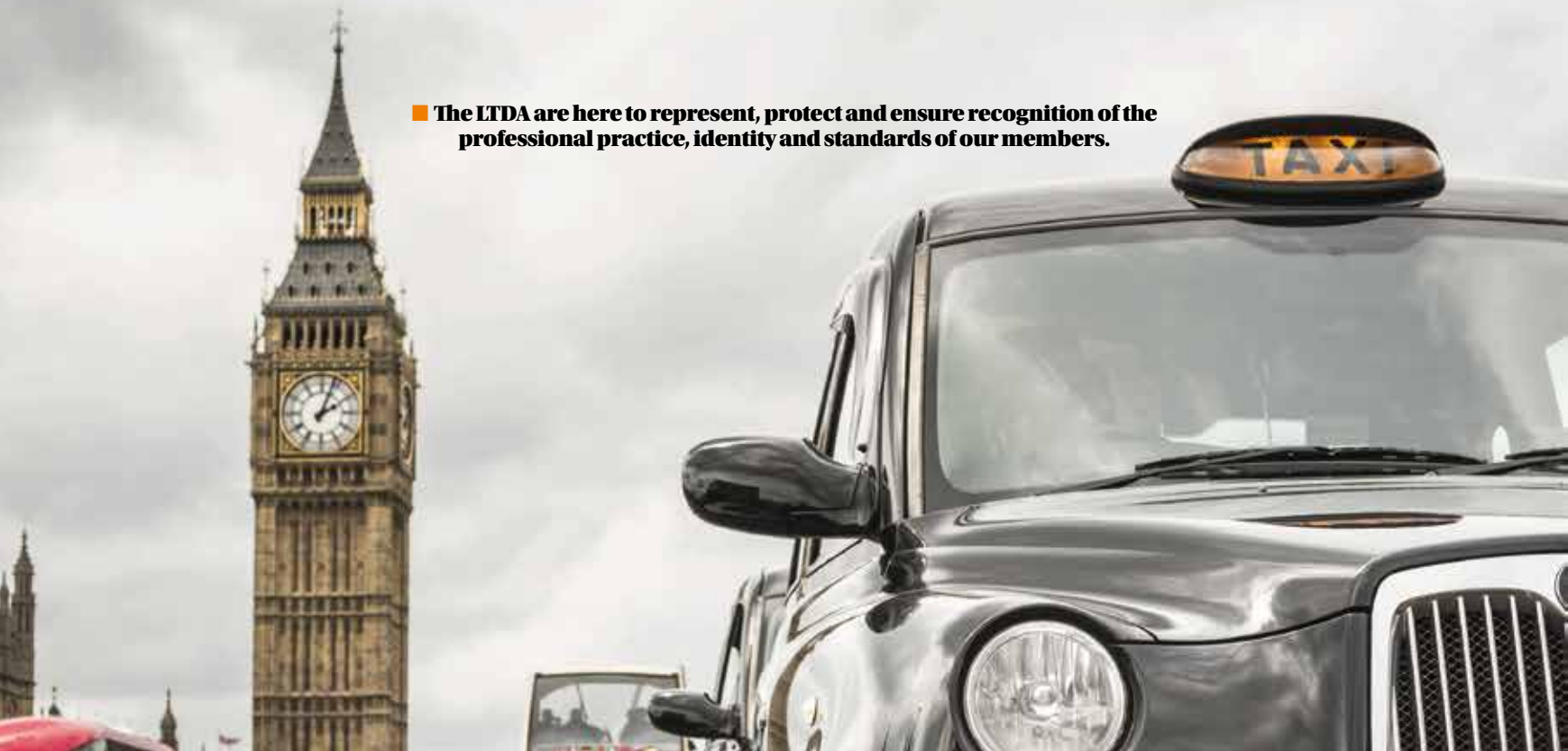
When people are lost - a professional finds them and gets them where they need to go. When they are too tired to go on - a professional takes the reins and when they are late for what’s important to them, professional road craft and knowledge get them to their destination safely and quickly.

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.**



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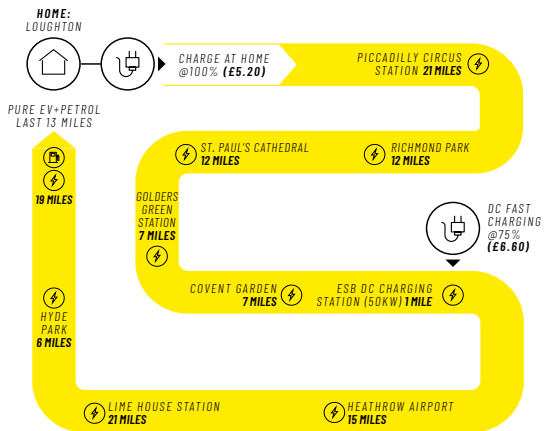
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Taxi Charity Helps Commemorate the Desert Rats

Chairman Brian Heffernan and volunteer David Euesden attend memorial unveiling.

TAXI Brian and Dean, good to talk to you again. Tell us about this event.

Brian: It was an honour that the Taxi Charity received an invitation from Lt Col S P Copley-Smith, Chair of the Desert Rats Association, to attend the dedication and unveiling of a Desert Rats monument. The event was held at the National Memorial Arboretum in Staffordshire, on 23rd October, the 80th anniversary of the second battle of El Alamein. We were delighted to attend.

TAXI For those who don't know, who are the Desert Rats?

Brian: Desert Rats was the nickname given to the personnel of the 7th Armoured Division, who fought throughout WWII in many of the British army's most famous campaigns. Fighting under the command of Field Marshal Bernard Montgomery, they defeated the German General Rommel's troops at El Alamein, which is seen as the turning point of WWII. The victory led to Winston Churchill's famous quote: "Now this is not the end. It is not even the beginning of the end. But it is, perhaps, the end of the beginning."

TAXI And if readers don't know, what is the National Memorial Arboretum?

Brian: The National Memorial Arboretum is a registered charity dedicated to celebrating lives lived and lost on a 150-acre site on the edge of the National Forest in Staffordshire. During the pandemic when the Taxi Charity couldn't travel, we attended the live streaming of the opening of the British Normandy Memorial from France, that was held at the Arboretum. If you haven't been, I would really recommend a visit.

TAXI What's the Desert Rats monument like?

Dean: Personally, I thought it was an excellent and very fitting tribute. At over two metres high, it features a steel rat or, to give it its proper name, 'jerboa', a hopping desert rodent found throughout North Africa and Asia. The jerboa is on a stone plinth carved by veterans to resemble sand dunes. As it weathers, the rust from the steel



jerboa is designed to look like blood running into the representation of sand dunes and water.

TAXI So, who attended the event?

Dean: Brian and I picked up six Chelsea Pensioners from the Royal Hospital the day before the event. We were joined at the Arboretum on the Sunday by charity Vice Presidents Frances Wyhowska and Dick Goodwin and charity volunteer Michal Calvey. We were also delighted that 103 year-old WWII veteran, Ray Whitwell, made the trip from Malton in North Yorkshire, along with his daughter Jill, and Robert Larnach, with his son Noel, came down from Caithness in Scotland. Ray, Jill, Robert and Noel are regulars on our charity trips and it was great to see them.

TAXI What was the event itself like?

Brian: Like the rest of the country, we had experienced awful rainstorms all weekend but fortunately it stopped just at the right time. The dedication was attended by former and current members of the Desert Rats, veterans, serving personnel and invited guests. During the service, which was led by Padres from the Desert Rats Association, the 4th Infantry Brigade and 7th Light Mechanised Brigade Combat Team, wreaths were laid, the band of the Royal Yeomanry played and, after the blessing of the memorial, a lone piper from the Royal Scots Dragoon Guards played a lament.

TAXI What took place afterwards?

Brian: We had a buffet lunch and

listened to an excellent speech from General Sir Adrian Bradshaw KCB, OBE, DL, Governor of the Royal Hospital Chelsea.

TAXI We hear you had an eventful Saturday night...

Dean: We had been invited to stay on the military base in the Whittington Barracks on the Saturday for which we are extremely grateful. However, being barracks we had not considered that it wouldn't be equipped like an Air BnB! We had to make the beds ourselves, there were no toiletries or towels and I had to share my only roll of toilet paper with one of the Chelsea Pensioners. But the prices at the Officers Mess certainly made up for everything and needless to say we had a few drinks with the Pensioners on the Saturday night.

TAXI What do events like this mean to you?

Brian: It is important that we never forget those who gave their lives for our freedom, so attending

these things is a huge part of what we do as a charity dedicated to supporting veterans. Our next significant date is 13th November, Remembrance Sunday, when Dean and I will join hundreds of London cabbies to drive veterans around the city as part of the free Poppy Cab service. And if you don't mind a shameless plug, Poppy Cab badges, this year featuring an Austin Jones High Lot, which were built between 1930 and 1933, are available for a minimum donation of £5 from shelters. The money these badges raise is divided equally between the Taxi Charity and the Royal British Legion.

TAXI In the last issue we talked about 2023 being the charity's 75th anniversary, what an incredible milestone.

Brian: It certainly is! And I am over the moon to be Chairman for the 75th anniversary. We would love to extend a special thank you to everyone in the cab trade who has so far given money, fares or promised donations to our 75 for 75 fundraising campaign. As a charity we rely totally on donations, grants and sponsorship to fund our work and, as one famous supermarket says, every little helps

TAXI What other ways can people help?

Dean: If you shop with Amazon please consider using Amazon Smile. The Taxi Charity will receive a donation each time you shop and it won't cost you a penny. **Find out more at: www.smile.amazon.co.uk/ch/264678-0**

To learn more about support the Taxi Charity offers to veterans, or to donate to the 75 for 75 campaign, please visit 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 donations, grants and sponsorship.

www.taxicharity.org

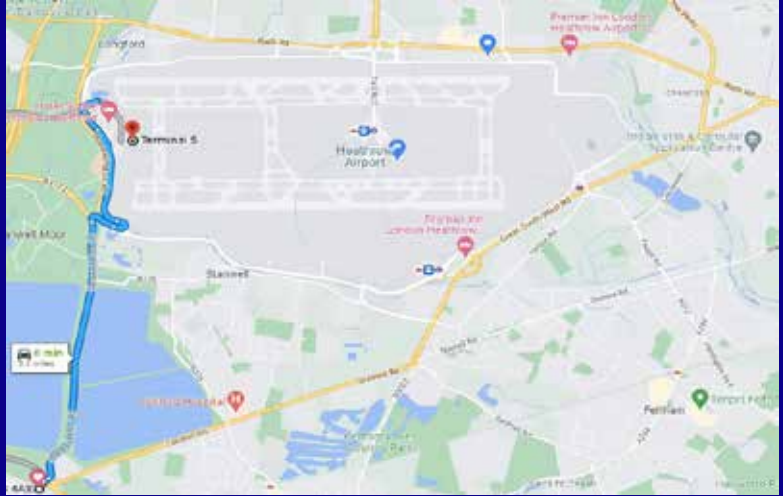




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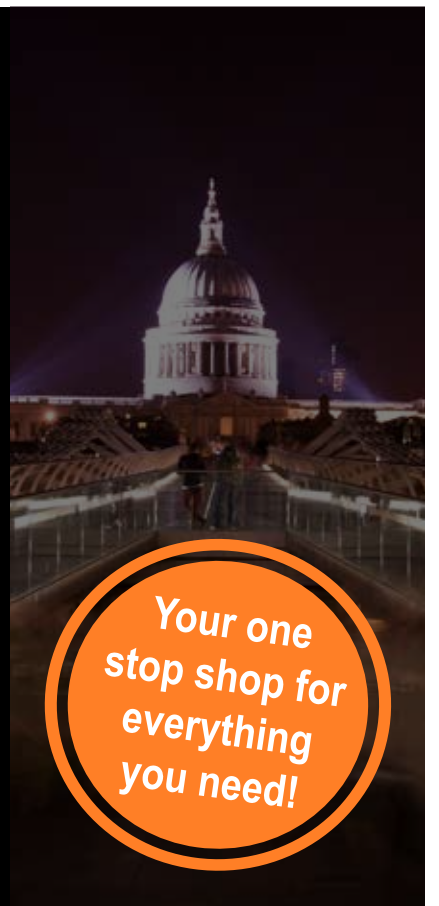
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I've been asked by hundreds of drivers about the Taxiapp investment: – why we made it; how it's structured; and why it's good for the industry. Hopefully this will answer your questions.

Why did we invest?

Various reasons which are all connected. If it works, then it's a good investment. It will only work if it's great for drivers. And if it's great for drivers, then it's also great for the thousands of people who want to be able to book a black cab via an app. So how do we do that?

- Keep commissions low and find ways to encourage customers to tip more often and more generously.
- To make drivers owners of the business, so when it's successful, they share in that success financially. More on that later.

How much did we invest and what's it been spent on?

It wasn't millions, but it was hundreds of thousands. And it wasn't just me. The investors also included my neighbour and his closest friend; one of my brothers (also my old business partner); and my cousin's husband. Quite a tight knit group!

The investment was spent on three things:

1. **Tech** – Sorting out the tech was the main cost. We needed a stable app and the ability (financially and technically) to keep making it better.
2. **Management** – Putting in place a management team was also key, including an MD who has scaled tech businesses before and a product manager for the app.
3. **Communication** – There's no point doing all this without telling all the drivers what we are up to and attracting customers.

To be clear, none of the investment went to the founders of Taxiapp. £0. The investment was all about giving Taxiapp the support and expertise it needed to sustain and then grow itself. There is no way any of us would have invested, if that wasn't what the money was being spent on.



The not-Hailo principles

The founders were clear and adamant from the outset that the investment could only happen if we committed to various principles – which we quickly christened the "not-Hailo" principles:

- No sale of the business
- No private hire
- No increase in commissions

Through our company structure, these principles are fully enshrined in the business. If they were to change, the drivers themselves would need to vote for it. The reason for this is the way we're set up.

- Taxiapp is owned and operated by Taxiapp Partnership (London) Limited.
- Taxiapp Partnership (London) Limited is owned 58% by Hackney Carriages Limited and 42% by Taxiapp Drivers Club Limited.
- Hackney Carriages is owned by a mixture of founders, investors and management.
- Taxiapp Drivers Club is a company limited by guarantee. It is owned equally by every driver who downloads and uses the app.

If Taxiapp is successful then it will also be profitable. Our structure means that 42% of all profits would go to the drivers. As investors we will only make money on the investment, if the drivers also make money.

I realise some of this is slightly technical, but I'm very happy to answer any and all questions that you may have on the legalities.

Please email me at: ben@taxiapp-partnership.com

Anything else?

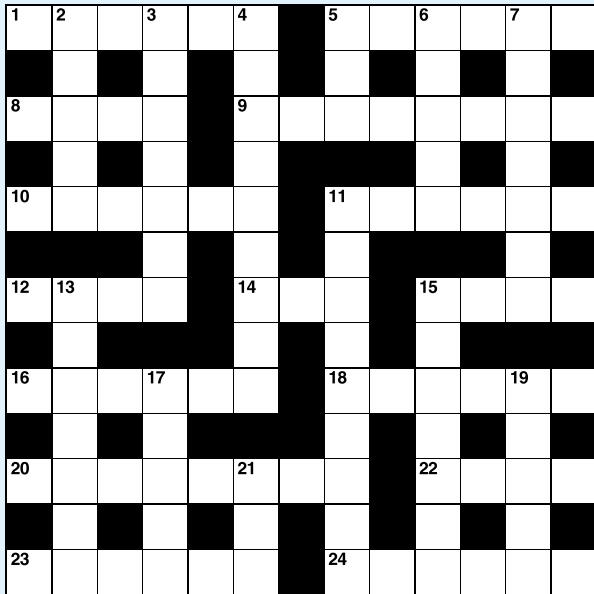
Yes. Taxiapp only works as a business if we get enough registered drivers regularly turning the app on and accepting jobs. We have made a great start, but we need more drivers and more passengers. We have made the investment; stabilised the tech; and put a management team in place. The rest is up to you.

taxiapp-partnership.com



Puzzler page

Crossword



ACROSS

- 1 Showing favouritism (6)
- 5 Congenital (6)
- 8 Jumping parasite (4)
- 9 Imagine, think (8)
- 10 Social position (6)
- 11 Male baptismal charge (6)
- 12 Trickle (4)
- 14 Large rounded vase (3)
- 15 Invent (a word or phrase) (4)
- 16 Manner (6)
- 18 Profane (6)
- 20 Lift weights (4,4)
- 22 Nuisance (4)
- 23 Have a suitable place (6)
- 24 ___ Club, charity association (6)

DOWN

- 2 Creek, small bay (5)
- 3 New business venture (5-2)
- 4 Sausage dog (9)
- 5 Tavern (3)
- 6 Procreate (5)
- 7 Italian dish of filled 'cushions' (7)
- 11 Illegal arms trader (9)
- 13 Administer, carry out (7)
- 15 Live as husband and wife (7)
- 17 African mammal (5)
- 19 Of the Moon (5)
- 21 Fireside mat (3)

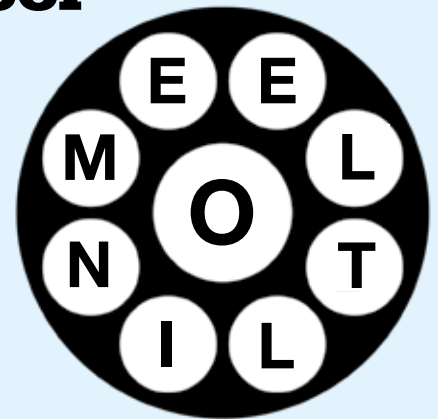
Sudoku

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

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.

			<		
					^
	<		<		
			v		
					>
				^	
			>		

All answers to puzzler on p30

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TAXI LINAGE TAXI

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 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.

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4

2

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- 4 Bank Sort Code - -

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

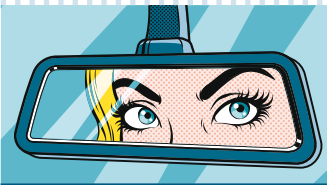
5 Signature(s).....
 Date.....



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- 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.



Dead Honest

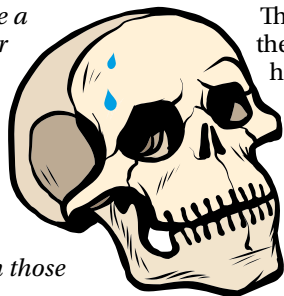
It's all about the cost of living now, and rightly so. Prices for everything are going up, up and away. But what about the cost of dying?

A woman of words

A dear friend of the family, Fred, lost his wife, Doris, last year. She reached the magnificent age of 103 and chose to be buried in the nearby cemetery, and instructed Fred was to join her when his time came.

"And don't be wasting money on any fancy coffins," she warned the family. "Get the cheapest; we don't give a damn about the colour or the design. Surprise us!" she cackled.

Mr. Meg murmured his agreement at her cheap coffin sentiment. He even said, "I wonder if they could wrap my body in those



Tesco bags for life when my time comes? Got to be cheaper than a box." I told him if that were possible, they wouldn't be called bags for life, would they.

But let's get back to Doris and Fred. He was her toyboy (younger by a few years) and died last month aged 98. RIP to them both.

His wishes were that he be cremated and then 'added' to Doris's grave.

The family contacted the council and the undertaker to get permission for the procedure and a price for doing so.

£1,260 plus VAT.

That would have been the bill to make a small hole in the earth to allow the addition of Fred's ashes to the grave, and then smooth it over. A procedure not dissimilar to planting a daffodil bulb.

"Who's in charge of that council?" spluttered their son Derek, when he heard about the cost, "Dick bloody Turpin?"

The family went rogue. They gathered around Doris's grave and scooped out the earth and poured their dad's ashes in.

Doris and Fred, happily married for over 70 years until death did them part, were reunited. Then off they all went to the pub for a toast to long life.

Talking of pubs and send offs, it was one of my late mum's wishes that I sort the funeral of her best friend, Lucy. She died in a care home a few years back but Lucy had no family and, as far as I knew, no friends because she had outlived them all.

I organised a simple cremation and, on the back of the Order of Service, welcomed people to a local bar afterwards for refreshments, as is customary. I told the manager it would just



be a tea and biscuits affair for a handful of people.

I got that wrong! Unknown to me Lucy had been a bigwig of the Michael Ball Fan Club in the UK for many years. News of her death travelled and a COACHLOAD of ladies in flowery dresses and cardigans arrived and drank the bar dry until closing time.

At midnight, the women had to be chucked out of the pub, and as the coach pulled away they were singing *Love Changes Everything* at the top of their lungs.

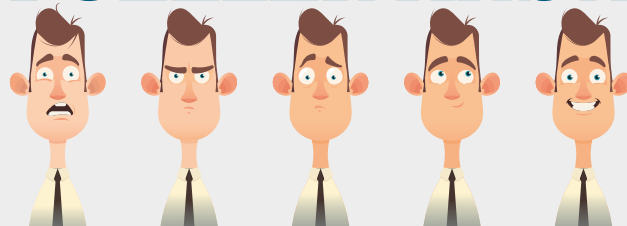
The bar bill came to £1,017.

At today's prices, I don't think I can afford to die. ■ TAXI

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- ◆ Dial A Cab, City Road, N1
- ◆ Edgware Station Rank
- ◆ Euston Station Rank
- ◆ G & L Taxis, Crayford Road, N7
- ◆ Globe Transmissions, Cudworth Street, E1
- ◆ The Ham, Brentford
- ◆ Heathrow Airport Canteen
- ◆ Hexagon Garage, Lukin Street, E1
- ◆ Jet Garage, Clipstone Street, W1
- ◆ Knowledge Centre, Caledonian Road
- ◆ KPM, Hemming Street, E1
- ◆ London City Airport Canteen
- ◆ LP Motors, Dunbridge Street, E2
- ◆ Martin Cordell, Thomas Road, E14
- ◆ Paddington Station Rank
- ◆ Putney Bridge Taxis, The Arches, Putney Bridge Station, SW6
- ◆ Richmond Road Taxi Centre, E8
- ◆ Safewise Supermarket, Harrow
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- ◆ Temple Place Shelter
- ◆ Turbo Accessories, Three Colts Lane, E2
- ◆ Ubiquitous Ltd, E1
- ◆ Waterloo Station
- ◆ Wimbledon Station Rank
- ◆ WizAnn Knowledge School, Watts Grove, E3

PUZZLER ANSWERS



Crossword

B	I	A	S	E	D	I	N	B	O	R	N
N	T	A	N	R	A						
F	L	E	A	C	O	N	C	E	I	V	E
E	R	H				E	I				
S	T	A	T	U	S	G	O	D	S	O	N
S	E	E	P	U	R	N	C	O	I	N	
X											
M	E	T	H	O	D	U	N	H	O	L	Y
C	I					N	A				
P	U	M	P	I	R	O	N	B	I	N	D
T	P	U	E								
B	E	L	O	N	G	R	O	T	A	R	Y

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SUDOKU

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

Wordwheel

SOLUTION: EMOLLIENT

All words: Into, lemon, lento, limo, lino, lion, loin, lone, melon, mole, molten, mote, motel, motile, note, omen, omit, toil, toll, tome, tone, EMOLLIENT.

Word targets Excellent: 27, Good: 23, Target: 17, Kids: 12

Futoshiki

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



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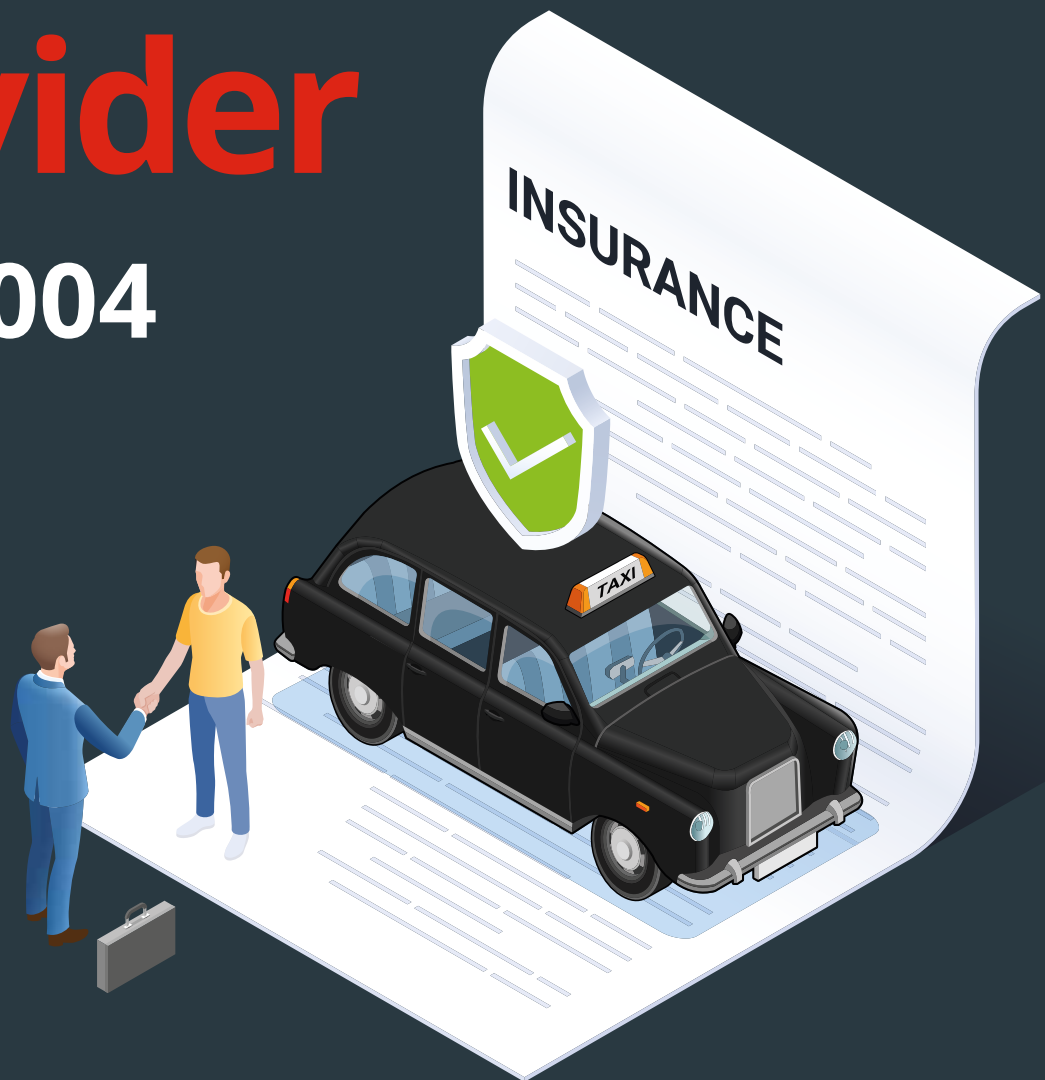
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