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25th April 2023 #539

CABBIES TO CARRY TRAUMA BANDAGES

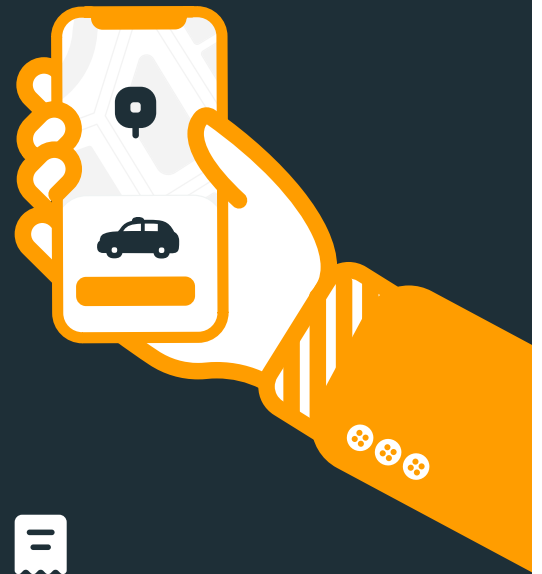
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CALLING ALL DRIVERS WITH PLAIN BLACK TXES IF YOU LOVE FORMULA ONE THIS IS FOR YOU!

After the success of last year's British Grand Prix event, when the F1 organisers and race teams praised taxi drivers for going above and beyond to assist with whatever was asked; we have been approached by the organisers again to assist at Silverstone over four days for this year's Grand Prix, Thursday 7th, Friday 8th, Saturday 9th & Sunday 10th July 2023.

They require 60 plain black TXEs (TXEs only) with no liveries or logos for the event and if you are a Formula 1 fan this is a fantastic opportunity to be right at the centre of the action. The organisers want spotless cabs, smart drivers (white shirt, black trousers etc) and, as the Americans say, a 'Can Do' attitude!

This is paid work of **£250 per day** and drivers will have the luxury of watching the event between shuttle runs on all 4 days: along with access to a free fuelling site, free EV charging

and even complimentary food and drink.

Please do not apply unless you can commit to **a minimum of two full days** and either be prepared for the very long drive back and forth to Silverstone, or arrange accommodation nearby. Please note that there will be an option to camp on-site for the duration

of the event should you wish to do so.

The chosen cabs will be required to be **on site from 8:30am to 9.00pm** to run a shuttle service from the heliport and certain locations back for the F1 drivers, crews and celebrities attending this global event. Some passengers will be going directly to the pit lanes, and these drivers will get pit access! Throughout the event there will be film crews from around the world with coverage going out globally.

If you love F1 and want to be at the very heart of it, then this is for you! It is a once in a lifetime opportunity to be part of the F1 team, possibly meet some of the drivers and gain access denied to ordinary members of the public and get paid for doing it.

To register your interest please email kateh@ltda.co.uk with your badge number and details of your TXE.



PEOPLE LIVING IN MOST DEPRIVED AREAS TWICE AS LIKELY TO BE KILLED OR INJURED IN ROAD COLLISIONS

A TfL report has shown that in London the more deprived the area, the higher the risk that someone will be seriously injured or killed in a road traffic collision in that area. It showed that the 30 per cent most deprived postcodes have more than double the number of casualties per kilometre compared to the least deprived 30 per cent.

The data also revealed that the majority of people killed or injured on London's roads are walking, cycling, motorcycling, travelling by car or by bus at the time of the collision. The number of people injured while travelling by taxi, private hire, goods vehicle or other modes was found to be comparatively low and not considered further. The report is being used to argue that more needs to be done to achieve the Vision Zero goal, with further rollout of 20mph zones and the Safer Junctions programme. Surely the ongoing displacement of traffic from LTNs onto main roads, usually passing through more deprived areas, should be considered as part of this?

SMART MOTORWAYS AXED DUE TO ECONOMIC AND SAFETY CONCERNS

Prime Minister, Rishi Sunak delivered on a campaign pledge to end the building of so-called Smart Motorways. He announced last week that plans for fourteen more such motorways have been cancelled. His government has however faced criticism from the Opposition Labour Party for leaving 400 miles of smart motorway in place, leaving motorists "at risk." Labour's Shadow Transport Secretary, Louise Haigh, called on the government to "urgently reinstate the hard shoulder" on these motorways. Transport Secretary, Mark Harper argued smart motorways "remain the safest roads on the strategic road network" and to remove them would be costly and lead to congestion.



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Cabs Could Save Lives

The odds are that if there is someone in trouble, somewhere in central London, there will be an iconic black cab close by, which can offer assistance of some kind.

Steve's comment

We had a great response to our basic life support courses recently, showing once again how London's cabbies go above and beyond to help keep Londoners safe and do their bit. As a main stay of London's roads, taxis are often present and on hand to help when things wrong.

Fourth emergency service

We've all heard about heroic acts by fellow taxi drivers, whether an act of kindness to help an injured cyclist or pedestrian or being hailed by someone in distress, through to drivers who were in the vicinity of the horrific acts of terrorism committed on Westminster and London Bridges in recent years. The odds are that if there is someone in trouble, somewhere in central London, there will be an iconic black cab close by, which can offer assistance of some kind.

Lifesaving bandages

We were delighted to be contacted by charity *Rapaid*, founded by a former Police firearms officers and military veteran, which is donating military grade emergency bandage kits to be carried by black cabs and licensed taxis across the UK. The taxis carrying the bandages display small window stickers on the windscreen and rear window to alert the public and emergency services to their presence, so that the cab can be flagged down and the bandages made available very quickly in an emergency.

The bandages are designed to be quick and simple to use with no training, to stem serious blood loss in life threatening situations. We hope they will never be needed, but they could help to save lives in the event of a major incident,



Transport for London
London Taxi and Private Hire

CONSTRUCTION AND LICENSING OF MOTOR TAXIS
FOR USE IN LONDON

CONDITIONS OF FITNESS

1 January 2007

and who better to carry them than London's ever present black cabs?

If the bandage is used the charity will send out a new one free of charge and there are no charges or hidden costs to drivers. TfL have approved drivers participating in the scheme and specified where the stickers must be displayed, with the bandages to be stored in the front compartment securely and hygienically.

Fit for purpose

There has been a lot of discussion recently about the *Conditions of Fitness* and whether TfL should be looking at scrapping or reducing them to give drivers more choice of cab and make it cheaper to purchase or rent one. For once,

I actually seem to agree with the Mayor, who recently said this would lower standards and negatively impact the trade. Don't get me wrong, I could see the upside if there were any cheaper vehicles available that could be converted to be used as a taxi, but there are none. A basic electric van, be it a Citroen, Peugeot or the Toyota, starts at about £42,000. Even without the turning circle, a partition, rear seats, wheelchair accessibility and an intercom will push the price very close to that of the TXE. The electric Vito would probably be £10,000 more than a TXE!

The wheelchair accessibility is never going to be taken away and the turning circle is a key feature to a lot of drivers, which many say, ensure taxis provide a far superior service to the one offered by our rivals. Practically, the turning circle makes driving a cab on London's narrow, congested roads workable, and if you're anything like me, you probably find yourself doing more U-turns than ever before to avoid LTNs and other road closures.

Plain expensive

Unfortunately electric vehicles are just plain expensive, whether they meet the conditions of fitness or not. In fact, car prices are shooting up across the board. That's why the Mayor is facing such a backlash over his ULEZ extension and why the government's plan to ban the sale of petrol and diesel cars by 2030 is looking unachievable. I am all for reducing costs for drivers, ensuring the taxi trade has a bright future and protecting driver's livelihoods, but I don't think this is the way to do it. We don't want to give away the thing that sets us apart, right when people are once again recognising the benefits of travelling by taxi and abandoning our often more expensive and inferior rivals in the private hire sector.

We need more financial support and incentives for drivers purchasing new cabs and the Euro V to Euro VI conversion is looking like finally coming to market later this year, which will help drivers with older cabs to keep them operating for another three years. The most urgent action needed is to bring down the cost of credit. TfL and the London Boroughs need to give taxis the access to roads and recognition they need to provide an effective service and more needs to be done to up the numbers on the Knowledge and get more people into the trade. These are all issues we are working on and that I think will help secure the future of our great trade. Be lucky. ■ LTDA

Rapaid will be giving out the first 100 bandage packs and installing the stickers on Wednesday 26th April at Taxi House, 133 Great Suffolk Street from 11am to 1pm. **If you are interested in carrying one, come along or email katie@lt-da.co.uk to find out more.** They aim to get one of these lifesaving bandages into every taxi and there will be further donations made in the coming weeks.



Unattended Taxis

Eventually the authorities will get fed up with receiving complaints and they will start to actively monitor problem ranks. Use it, don't abuse it or we will lose it.

Streets ahead

We are receiving calls regarding unattended taxis on ranks in Westminster. This is happening predominantly in Hamilton Place, as well as other taxi ranks in the area. This shows blatant disregard to fellow cabbies wanting to service the rank and if it continues it will eventually lead to the rank being removed.

Ranks mean work

Taxi ranks are there to supply taxis to meet passenger demand and in this case provide a service for the hotels. Taxi ranks are an important part of the trade and help drivers to get work. Parking on a busy working rank disrupts this. Remember, if there are no taxis on a rank or no drivers ready to work, the hotel concierge will just simply call a minicab and we all lose out.

Road space is in high demand and the local authorities have lots of interested parties all competing for it, from local residents and businesses to car clubs. Everyone is

fighting for a piece of tarmac and all are willing to pay for it. Eventually, the authorities will get fed up with receiving complaints and they will start to actively monitor ranks, just like they have done previously at certain locations, and if not being used for the correct purpose but being abused, they will just simply revoke the rank. We battle with the authorities to get ranks implemented and TfL has final say, but taxi ranks can easily be removed if TfL keep receiving complaints, in this case from Westminster City Council (WCC).

We have regular meetings with WCC and they are always ready to work with the trade closely, but this goes both ways, so please don't leave your cab unattended on a rank, at Hamilton Place or any other from now on.



SCAN ME TO JOIN THE LTDA



Get yourself covered

I hadn't looked at Twitter for a while, but when I did recently, I saw a disagreement between drivers about a driver who was refused LTDA membership because they had acquired nine points. Another example used was one who had an ongoing issue with the police / TfL.

When applying to be a member of the LTDA, it clearly states on the application form that we cannot act for a driver on previous legal matters that took place before they were a member. I am sure all our members will totally agree with this policy, after all if your house burns down one day, you cannot claim on an insurance policy you never had.

So, if you're eligible and not yet a member of the biggest trade organisation, the LTDA, that will go above and beyond and do everything that they can to protect your licence and livelihood, think again. Be lucky out there.

Legal updates

I was recently involved in helping an 80-year-old LTDA member, who has held his licence for an amazing 56 years (what a career!), when his cab licence was under threat. He still loves the taxi trade and enjoys driving a cab as much as he did back in 1967, when he first received his licence. When I spoke with him, he was on the verge of losing his driving licence after reaching 12 penalty points. His bill was then also at risk of being revoked.

Protecting a long career

This member had always held a clean licence during his many years as a taxi driver, until recently, when all off the ludicrous 20mph speed limits were introduced and he started getting caught out making mistakes. He had then failed to respond to a Notice of Intended Prosecution (NIP) and provide driver details in the time allowed, so faced additional penalties as a result as he was in breach of Section 172 of the Road Traffic Act.

Our legal team made representations to the Metropolitan Police at Marlow House.



Eventually, the Section 172 matter was discontinued. Our member then accepted a conditional offer, which resulted in a three penalty points but with our legal teams help he avoided reaching 12 points because of the timings.

The LTDA legal team as always dealt with this matter swiftly and professionally and this member remains doing what he does best, driving a cab.

Single Justice Procedure Notices

We also recently had three members all attend Taxi House after receiving a 'Single Justice Procedure Notice' (SJPN). These are normally received when the initial NIP letter has not been responded to by the driver and in most cases the driver would simply not have received

the original NIP notice. Sometime later, the driver will receive a court summons (the SJPN) which means they need to attend a magistrates' court to plead their case. Our legal team are familiar with this procedure and have dealt with hundreds of these cases.

One of these members faced a single matter of excess speed, which occurred on the A40 near Terrick Avenue; after speaking with our expert legal team, the member gave firm instructions that he wished to plead guilty to the offence and a letter was agreed and sent to Bromley Magistrates' Court. The letter explained the circumstances which had led to the member failing to respond to the NIP. This worked and resulted in the fine being reduced to the original amount of £70 plus the victim surcharge of £28. The member was able to accept the original offer of three penalty points and no further action. With the assistance of our legal team, the member avoided further fines and potentially additional penalty points, which could have put him in a difficult position. He was very happy with the result.

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Where to?



No Admittance

Surely highly regulated taxis, licensed and approved by TfL, are one of the most easily identifiable and secure modes of transport?



"We will continue to highlight issues this is causing for drivers and passengers and urge them to reconsider."

To whom it may concern,

My name is Lloyd Baldwin and I write on behalf of the Licensed Taxi Drivers Association. I have received a few complaints from our members regarding the security at the entrance to Chiswick Park on Wednesday 4th April 2023.

On the evening of the 4th April, the drivers have reported that there was a security guard refusing them access to drop off and pick up passengers. The security guard informed our drivers that they were not to be given access and only Addison Lee cars were allowed into the complex that evening.

As I am sure you are aware our members bring and take a lot of visitors to Chiswick Park and I am hoping that this is an isolated incident.

Could I please ask if Chiswick Park Management have a new policy denying black taxis access?

I look forward to your feedback.

Kind regards,

Lloyd

I then received an email back. I cannot print it for the obvious data protection reasons, but it informed me that we were indeed now denied access. They explained that this is because of an "ongoing Metropolitan Police operation" within the complex, and this would be the case until further notice. They stated that only their approved partners would be given access. I of course replied to their email pointing out how disappointed I was and how surprised that the Metropolitan Police saw us as more of a security threat than a private hire driver. Surely highly regulated taxis licensed and approved by TfL are one of the most easily identifiable and secure modes of transport?

Their reply to my next email was to inform me that there

is a taxi rank, in their words "immediately opposite" the entrance to Chiswick Park. It's not in fact opposite, it's on the other side of the road at least 100 yards away. I will of course make members aware of any further changes to Chiswick Park's current policy.

The only advice I can give is that when dropping off fares as near as possible to the entrance and taking all measures to drop them in a safe area, if the customer complains, you can direct them to the management company. We will also continue to raise the matter with them and to highlight issues this is causing for drivers and passengers, in the hope that they or the Met reconsider this damaging policy.

■ LTDA

Harrods Brompton Road Rank

It's an old one, but I'm still seeing lots of PCNs being issued for stopping on the zig zags at the entrance to the rank on Brompton Road. A lot of the members who receive these complain that they see the rank has gaps on it and assume they will be able to jump on the back, but then the drivers on the rank do not move forward leaving them stranded.

Unfortunately, an appeal made on these grounds to TfL will fall on deaf ears. Now TfL PCNs are priced at £80 (if appealed or challenged within a 21-day time frame), it is a costly mistake. If you are on this rank, please take drivers behind you into consideration and keep an eye on the cab in front.



On Point

I'm afraid to report that taxis will not currently be given access to Chiswick Park to either pick up or drop off passengers. Many drivers will have had fares to this business park and it's a popular one for business travellers arriving at Heathrow, as a number of big names and global businesses are based there.

Access refused

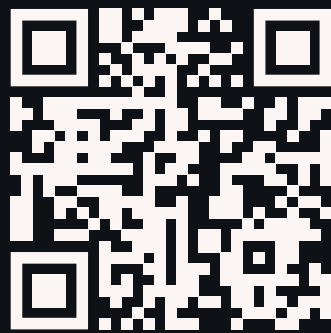
I became aware of this after receiving a few calls from members who had themselves been refused entry. They were informed by the Chiswick Park security that only Addison Lee were allowed access. I immediately emailed the management company responsible for Chiswick Park. The email sent to them is above.

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Rising Costs and Falling Prices

I like the new cab, but from my perspective and in my circumstances, a later model diesel looks a much more attractive option.

M4 musings

Like a number of drivers I know, my cab, being an '11 plate, comes off the road this October. Aside from the justifiably complained about three years' licensing lost, higher prices and financing costs, have left drivers weighing up the pros and cons of the limited options available when considering a new cab.

A new cab?

I live in a ground floor flat with no driveway, so wouldn't be able to charge at home. This increases my costs in two ways. Firstly, prices for charging are higher at commercial rates; secondly, I can't just plug in and go indoors and put my feet up. I've got to find a charger and sit there for 40 minutes, watching the percentage tick up. On top of having to find in excess of £850 a month for the cab itself, these are serious extra costs that, even though allowable against income tax, still cut seriously into my take home money.

From my perspective, a later model diesel looks a much more attractive bet. And I'm not the only one. Several drivers have spoken to me recently and

said similar, particularly older drivers, who are only looking for another five or ten years in the business.

Don't get me wrong, I'm not one of those who thinks we're being ripped off by the manufacturer. To have developed an entirely new purpose-built vehicle from scratch was no mean feat, and I like the new cab, both as a driver and a customer. It's easy to say it's too expensive, but that doesn't mean they can afford to offer it any cheaper; it's not a

"The Taxi Feeder Park (TFP) Price will decrease to £3.60 from Saturday 29th April."

big market after all.

Part of this problem is replicated nationwide – the government has said that no new petrol or diesel vehicles will be sold after 2030. It's hard to see how this is possible given the amount of investment required to install chargers, the demand on the National Grid, and the problems of changing the tax requirement as revenue is lost from petrol/diesel.

All this stuff is theoretically solvable, but will require enormous investment, and a joined-up implementation that our government and civil service have shown little evidence of being capable of in recent times.

■ LTDA



Crypto or Crapto?

I see Bitcoin is on the march again – I remember when FTX (a popular Cryptocurrency exchange) collapsed in November 2022, the price fell to about £13,500, which was as low as it's been for a long while. For about three seconds I thought if I had some money I can afford to lose, I might have a punt on that. Then I remembered I live in the real world and don't have any money that's not already earmarked for a direct debit.

Anyway, if I'd bought £100 worth on that day, I might have £180 or so by now (time of writing...), which is obviously a handsome profit in percentage terms. But if I had been lucky enough to make that £80 profit, I'd definitely take it now instead of leaving it in. Even if the Bitcoin price did continue 'to the moon' as some people put it, I'd still have made a decent profit on my terms, and I don't have either £80 or £180 that I can afford to give away.

From what I can see, there's absolutely nothing to prevent another price collapse just like the last few, so my money will be staying firmly in the 'legacy banking system' (overdraft) for the time being.

Good luck out there

Heathrow update

At the airport, a recent meeting with Police regarding touting proved constructive. Officers attending were positive about intelligence reports while realistic on the limits of enforcement and resources. Reps were pleased to be able to exchange information and priorities, and the general feeling was that the Police were supportive of trade concerns about touting at Heathrow.

In other news, the Taxi Feeder Park (TFP) price should decrease to £3.60 from 29th April. This has now been worked out under the previous method of Other Regulated Charges. We have not yet seen recent figures but given recent levels of throughput at the TFP, it's reasonable to think a significant surplus must have been accrued. Reps await with interest the next meeting with Heathrow Airport Limited (HAL).

Speaking of prices, a new list for destinations outside the TfL area is in the works; in the meantime, LTDA members can use the list in the back of diaries, which is 10% higher than the lists currently displayed on terminals.

Remember, these prices are a guide only, and are only for 'out of town' journeys. The meter must be used to any destination within the TfL area and must also be used on any journey where a fixed fare has not been agreed at the start of the journey. If you are a new driver at the airport, feel free to ask any LTDA representative to clarify anything you are unsure of.



FREENOW celebrates 200 years since the first licensed Black Cab

Celebrating our drivers and doubling their tips all weekend.



FREENOW

Double tips for the 200th anniversary

April 23rd marked the 200th year of the first licensed Hackney carriage in London, commonly known as the Black Cab. Since that day, cabbies have continued to get people from A to B in Britain and have turned the Black Cab into a respected British icon all over the world.

We wanted to honour this occasion by giving back to cabbies who have continued this powerful legacy by matching every single tip passengers give through the FREENOW app on the anniversary weekend (April 22-23). We're incredibly proud and happy to be able to do this as a token of our appreciation for every cabbie and all the hard work they put in.

FREENOW passengers were encouraged to tip generously over the weekend through email

and app notifications and we even offered 200 discounted Black Cab rides to passengers to get them booking in the app. We also worked with our Public Relations team to spread the word and actively promoted the initiative, and the anniversary, with our digital billboards running throughout the London Underground.

We also marked this impressive milestone by inviting passengers, FREENOW colleagues, and cabbies to submit 200-word messages of recognition, appreciation, and support for the Black Cab trade. We were overwhelmed with wonderful submissions and used them to create a very special video for social media, for everyone to see and enjoy.

FREENOW EV subsidy doubled

The 200th year anniversary festivities have also inspired our electric vehicle mission. We've made the decision to double our EV subsidy offer to newly passed

FREENOW

The Mobility Super App

cabbies between April and December 2023. Drivers can now get a £4,000 subsidy to make the switch to an electric cab!

Here at FREENOW, we're focusing on a brighter, greener future and our aim is to make 100% of our trips emissions-free by 2023 all across Europe. With London's aim to also be net zero, by 2030, the city's fleet of diesel cabs will be directly impacted.

We're supporting cabbies driving with FREENOW by offering a £4,000 subsidy to help make the switch. Drivers who upgrade will get this subsidy in 12 monthly instalments, starting from the date their vehicle is changed in the FREENOW app.

All drivers need to do to keep receiving the instalments is complete an achievable number of trips in the app each month.

For all other drivers looking to make the switch we still have our usual £2,000 subsidy offer. For full information, subsidy terms and to register, scan the QR code or just visit www.free-now.com/uk/subsidy.



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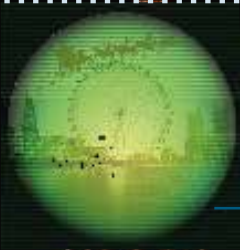


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Night Safety Tips

It's important to be vigilant and, most of all, safe while on the night shift.

Night work update

Working into the small hours can leave a cabbie in a vulnerable position. So, what can you do to protect yourself from being at the wrong end of aggro? Here are some pointers to bear in mind.

Don't panic

Fight or flight mode tends to kick in when faced with danger, but the best thing is to remain calm and focused. Making sure those doors are locked is a must. It offers both protection and time. Metal and glass are replaceable. A life isn't. One of the most dangerous things a taxi driver can do is to step out of their vehicle when faced with trouble, because no one wins there. We can pretend to be tough to our mates, but the truth is, when faced with an on-the-job threat, self preservation is key. Being a hero really isn't like it is in the movies. Unlike Daniel Craig, Bruce Willis or Jason Statham, you aren't going to walk away from an attacker unscathed. All that will happen is that you could be out of work for a few weeks.

Be wiser

When threatened from outside the cab, try to make your escape quickly but safely. Be aware of your surroundings and not to put yourself, or anyone else, at risk.

If you cannot drive away from an incident and running away is not an option, then try to call the police and beep your horn to make as much



noise as possible, to discourage any would-be attacker.

Leaving for work with any sort of weapon in your centre-console is both illegal and a fool's game, so don't do that. In the old days, a can of Easy Start was the staple of any taxi driver, in most cases you couldn't start a taxi without it. It was also quite useful as a defensive deterrent, but it's certainly not advised in today's world. If it looks like somebody is going to enter your taxi against your will, firstly get your seatbelt off, as it restricts movement, and begin making as much noise as possible to scare them off.

Think smarter

Remember, you don't need to arm yourself. Not only will you find yourself in legal trouble but there are cleverer ways to deescalate a situation. Activating an attack alarm or having an air horn will often do a good enough job to spook anyone looking for trouble.

One thing which must be emphasised is to ALWAYS make a police report. It is imperative

you do this both for yourself and others who may encounter the same individual(s). It is easily done online if you cannot find a police station. You can report an incident at <https://www.met.police.uk/ro/report/>. Once you fill out the details, you should hear from the police within a few days. They can then start the ball rolling in relation to an investigation. ■ TAXI

Another good way to make sure you are prepared and able to deal with such situations is to keep an eye out for the free conflict management and self defence classes the LTDA runs.

They offer the tools and skills to aid de-escalation and prevent things going from bad to worse. The courses also teach you techniques needed to defend yourself safely and effectively, which hopefully you won't ever have to use, but is reassuring to have in your back pocket.

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The Hot Tub Time Machine

Come back with me, if you will, on a journey through time...

A man in black

A bygone era

It's 1987. Beer, cigarettes and petrol were cheap. The music of the day was fantastic. Guns & Roses' *Appetite for Destruction*, was released, *Actually*, by The Pet Shop Boys, hit the streets and Def Leppard's *Hysteria*, became one of the biggest selling albums of the decade. As for singles, who could forget *Joe Le Taxi* by Vanessa Paradis? (Okay, it was awful, but has 'taxi' in the title).

Back in those halcyon days of yore, I was a mechanic by day and gigging in a metal band by night. As a mechanic and the proud owner of an X reg (1981) Mark V, 2-litre Cortina Ghia, I liked to fiddle with my pride and joy, and it spent an awful lot of time in the garage at my parents' house.

During several occasions of late-night tinkering, out went the 2-litre engine, in came a 2.2-litre rebored, twin Weber imbued lump. After plenty of work, this car looked and sounded fantastic - it really was the dog's conkers.

Tanks for the memories

In '87, to fill the Cortina's 14-gallon tank would cost around £24, at £1.72 per gallon, giving a range of around 400 miles. That would last me a month. The newer, more state of the art taxi on the market at that time was the FX4S Plus. With diesel costing around £1.65 a gallon (slightly cheaper than petrol), its 12-gallon tank would be a mere £20 to fill. Despite the vehicle returning a paltry 18 mpg, it would still give a range of 216 miles - more than many of today's electric vehicles.

Flash forward

Now, after exiting my own hot tub time machine (or the bath as it's commonly known), my nostalgia fading with the steam on the mirror, we move into the present day. According to



research performed by *Rhino Car Hire*, as of August 2022, the UK had the 11th highest petrol and diesel costs on the planet. Electric powered vehicles didn't fare much better, with research undertaken by *Compare the Market* showing the UK was the 24th most expensive country in the world to charge an EV. So, where does this leave motorists, EV drivers and the Government's green credentials?

When you consider the over-inflated pricing of the electric vehicle infrastructure, the cost of repair when out of warranty and the increasing price of insurance on EVs due to replacement parts, it's hard to justify purchasing any such vehicle. This, of course, is a concern to those who wish to be greener and to anyone working as a London cabbie, given that there is now only one purpose-built vehicle available to the market.

Fortunately, the one saving grace to the industry, where fuel is concerned at least, is that the LEVC can run solely on petrol if needed, thanks to

its range extender, which goes some way to counteracting the phenomenal increase in electricity.

Profiteering?

The latest price hike has seen BP increase the cost of using their rapid on-street chargers to 63p per kWh. This equates to £15.82 per full charge. ESB's charges are even higher, with 74p, costing £17.76 per full, 24 kWh charge. Given that a 'fill up' on an LEVC will glean a range of 58 miles, the cost has become a problem. To put it into perspective, with petrol sitting at around £6.77 per gallon, it would cost around £12.23 to travel 58 miles at 32.1 miles per gallon.

The cost of electric will have a huge effect on the Government's Green initiative, as it looks to withdraw the sale of new ICE (Internal Combustion Engine) vehicles by 2030. There is a school of thought that believes people will keep hold of their petrol and diesel vehicles for as long as possible, rather than switching

to a 'greener' alternative, which may potentially push the cost of secondhand ICE vehicles through the roof.

There are already widespread concerns regarding the lack of EV infrastructure in the UK, with the fact there are more charging points in Westminster than there are in the cities of Liverpool and Manchester combined. This is despite numerous promises from the Government that there will be improvements to the charging network across the entire UK.

Uneven distribution

There are even claims that the Government may have to backtrack on its landmark move in announcing the banning of sales of new petrol and diesel cars by 2030.

In the meantime, as a nation and as an industry, we may still have to suffer with increasing fuel costs. On the upside, it may be worth keeping your ICE vehicle because in a few years time it could be worth as much as a 1981 Ford Cortina in today's market.

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Tips and Solutions to Handle April's Price Hikes

If you think the cost of everything seems to be going up, it's because it is.

Money matters

Dubbed 'National Price Hike Day', 1st April is the date various organisations and companies put their prices up. This year, the high inflation rate means the price increases are even more eye-watering than we've seen in previous ones. But don't worry - here's all the info you need to budget and some ways you can keep your costs down.

Council tax

Most households will see their council tax bills rise from April, with the majority of local authorities in England raising rates by the maximum amount of 5%. This means annual council tax bills will be well over £2,000 for many households. How much your bill will rise depends on where you live and which council tax band your home falls into. If you're concerned about council tax rises, check whether you are eligible for any discounts. For example, if you live alone you can claim the 25% off single person discount. You might also get money off your bill if you're on a low income or claim benefits. Also, you can check to see your property is in the right bracket. Chances are it is, but if incorrect it may take your costs to a lower or, in some undesirable cases, higher one.

Vehicle excise duty

Vehicle Excise Duty (VED), aka road tax, will be uprated from

this month by the rate of RPI (Retail Price Index) inflation for cars, vans and motorbikes. VED for HGVs will remain frozen for the 2023/24 tax year. How much VED you pay depends on when your car was registered and its emissions. In 2022-23, a car in VED band D, with CO2 emissions of 121-130g/kg, paid £150 a year - this has now gone up to £165.

NHS prescriptions

Since the start of April, the NHS prescription charge in England (the rules are different in Scotland, Wales, and Northern Ireland) will increase from £9.35 to £9.65 per item. If you need a lot of prescriptions, you can save money with an NHS prescription pre-payment certificate (PPC) which covers all your medication needs for a set time period. A three-month certificate costs £31.25, and a 12-month certificate, which is arguably the best value, is £111.60.

Mobile phones

All the big networks have upped their prices, with most increasing by more than the rate of inflation. Both O2 and Virgin Mobile have increased theirs by up to 17.3%, Vodafone 14.4%, and Three by up to 13.4%. If you're out of contract with your mobile provider, you're free to switch to another network entirely - and it's easy to take your number with you. Alternatively, you can haggle with your provider to get a better deal. The best way to do this is to ask for a monthly price you want, for example, based on new customer prices. If they refuse, ask to speak to cancellations or retentions, and they will more-often-than-not give you what you want rather than lose your custom. This is because the cancellation or retentions team's job is not based on commission and they therefore don't want to see any customers leave, so they will accommodate your needs.

Broadband

Broadband prices have also shot up. Virgin Media is putting up prices by 13.8% on average, with BT and EE at 14.4% and Sky an average of 8.1%. The first step to getting a better deal for your broadband is to find out whether you are out of contract or mid-contract. If you're the former, you should use a price comparison site such as *Uswitch* to research what other offers are available and compare them with your current deal. Broadband

firms are always keen to keep hold of customers so it's often possible to negotiate your way to a better deal (with the same method used in the mobile phones section).

Energy

Although the £2,500 Energy Price Guarantee has been extended until June, households will still be paying more for their energy. This is because the Energy Bills Support Scheme, which gave everyone a monthly bill credit of £66 or £67, finished at the end of March. The good news is that wholesale gas prices are starting to fall and, in turn, this should start feeding through to our energy bills sometime this summer. With warmer weather on the way, you can also save by reducing heating and lighting as it stays lighter longer and winter is firmly behind us.

Water

Water bills will go up by an average of 7.5% this month - this is less than the inflation rate but will still add about £31 to your annual bill. If you have a water metre, you can lower your charges by encouraging everyone in your household to take showers over baths, only fill the kettle with as much water as you need, use a single washing-up bowl of water to do the dishes, fix those leaking taps, make sure the dishwasher is full when turning on, and to reuse water where you can (i.e. using that starchy pasta water in sauces).

■ TAXI





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The great smog of 1952

Air quality is, and has been, a hot topic in London for a while now. Despite the issues surrounding the capital's air quality, the situation was in fact much worse in the past – specifically 1952.

The great smog of London took place on 5th December, 1952, and lasted for five days. It was believed that the phenomenon was responsible for 4,000 excess deaths that month (according to Government figures), although new numbers suggest the death toll could have been between 10,000 and 12,000.

The smog occurred due to a period of unusually cold weather, combining with an anticyclone and windless conditions, meaning airborne pollutants were collected and the subsequent 'pea-souper' engulfed London. It's believed the use of coal to heat homes was a major contributor to the smog occurring.

It caused major disruption, reducing visibility to just a couple of feet and even managed to penetrate indoor areas. It is believed over 100,000 were made ill by the smog's effects on people's respiratory system.

Citizens had to resort to shuffling when walking outside due to the density of the smog, as it was the only way pedestrians could feel for obstacles such as kerbs and raised paving slabs. This was made worse at night due to incandescent lamps being unable to penetrate the thick air. 'Smog masks' were also worn by those who could afford to purchase them from chemists.

Environmental legislation since 1952, such as the City of London (Various Powers) Act 1954 and the Clean Air Acts of 1956 and 1968, led to a reduction in air pollution. Financial incentives were offered to householders to replace open coal fires. Central heating was rare in most homes, only becoming popular in the late 1960s.



A Clockwork Orange

Released in 1971 and directed by Stanley Kubrick, *A Clockwork Orange* is considered to be one of the most controversial films ever made. But did you know that most of the movie was filmed in and around London, including Wandsworth Prison?

The film's focal point is Alex DeLarge (played by Malcolm McDowell), a sadistic youth who leads his gang of 'droogs' through the city, on nightly sprees of ultra-violence. Eventually, after committing murder, Alex is locked up. He is soon offered a quick way out when he agrees to act as a guinea pig for the Ludovico Technique: a brain-washing programme designed to suppress the desire for violence.

The Ludovico Medical Facility, where Alex undergoes the aversion therapy, is in fact the campus of Brunel University in Uxbridge, Greater London. The giant overhanging concrete brutalist building is the Lecture Centre in the middle of campus, opposite where Alex is received into the entrance of the Crank Building.

A Clockwork Orange was filmed entirely around London, with areas such as Borehamwood, Kingston-Upon-Thames, Elstree, Radlett, Bricket Wood and Wandsworth prison all used as location spots for the feature film. Interestingly, British audiences were forbidden from viewing Kubrick's film due to the director withdrawing it from cinemas due to the initial outcry against it. Surprisingly, film distributors Warner Bros. bankrupted the owners of Scala Cinema in Kings Cross, after they attempted to screen the film in 1993. Kubrick's work was embargoed until 2000.

Nowadays, his movie, while still uncomfortable and shocking, is considered a cult classic.



SO YOU THINK YOU KNOW LONDON?

The lions at Trafalgar Square

The lions, sited in Trafalgar Square, are as much an iconic part of London as Nelson's Column. Sitting at 20 feet long, these impressive sculptures are almost identical. But do you know why these animals were chosen to be placed in the famous square?

It is said that the Landseer Lions, named after their sculptor Sir Edwin Landseer, will awaken if Big Ben ever chimes 13 times. However, this isn't the strangest story surrounding the four felines.

During the planning stage of Nelson's Column, the committee in charge had decided that four lions at the base of the plinth would be a suitable addition to the design. They wanted something which represented Lord Nelson's heroism and decided that they were a fitting addition to the square. Funding and a difference of opinion made it very difficult for a solid decision to be made. As a result, Nelson's Column was erected without the four lions in 1839. Arguments raged within the committee over the installation of the lions until 1846, when finally they were given enough funding to commission the design.

Despite securing funding for them 12 years prior, it wasn't until 1858 that their construction began. The House of Commons set aside £6,000 to complete it and, despite stiff opposition, Landseer was selected to produce the sculptures.

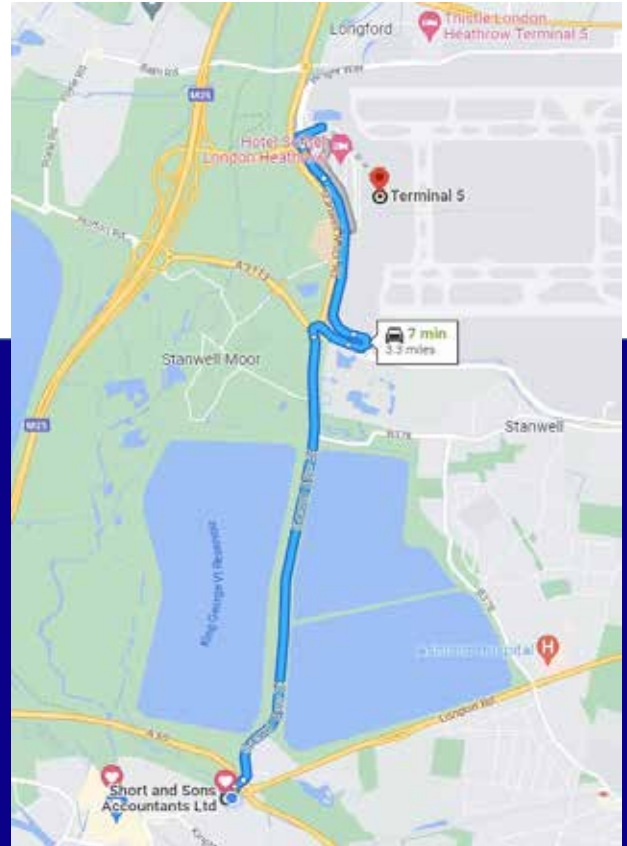
This was a controversial decision because while Landseer was famed for his portrait work of Queen Victoria, he had yet to prove himself as a sculptor. Originally, the lions were supposed to stand with their mouths open, roaring into the crowd. Yet Queen Victoria deemed it "too shocking." As a result, they sit in the pose that you see today.

Their production couldn't be completed until a further £11,000 was paid to Baron Carlo Marochetti, so that he could carry out the casting of the beasts. After years of discord, the Lions of Trafalgar Square were finally unveiled to the public on 31st January, 1867.





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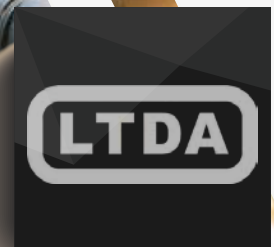
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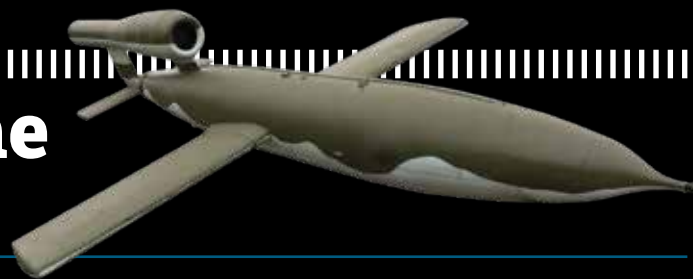


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Harry Dobkin: The WWII Murderer



As one murder case from the 1940s suggests, there's a grim possibility that some victims weren't killed by The Blitz at all.

Rob's history tips

Due to enemy action in The Blitz, and through the V1 and V2 rocket attacks, it's estimated around 30,000 civilians were killed in London during WWII, but therein lies a sinister undertone.

Background

Harry Dobkin was born in London in 1901. A cloth worker by trade, he married Rachel Dubinski in 1920. This partnership proved short-lived, and by the time Rachel gave birth to their baby son, the marriage was already over.

With a young mouth to feed, Rachel obtained a maintenance order against her husband, although this was a responsibility Dobkin frequently shirked – so much so that he was imprisoned several times for failure to pay.

Wartime

By the time World War II broke out, Dobkin was living on Navarino

Road, and had been recruited as a fire watcher south of the river, his post being at a solicitor's firm on Kennington Lane.

Although their son was now in his 20s, Rachel continued to ask Dobkin for cash, and on 11th April, 1941, Good Friday no less, they met at a cafe on Kingsland Road to discuss financial matters.

The pair left the cafe together at 6.30pm. It was the last known time Rachel was seen alive. Within 24 hours, her sister, Polly, had reported her sibling missing, voicing fears that Dobkin had something to do with it.

Due to the wartime conditions, resources were stretched, meaning Dobkin was not interviewed until 16th April and, although he would be interviewed once more and a photograph of Rachel circulated, the case went cold.

An odd sighting

Two days before his first interview, Dobkin has been spotted doing something very strange. Next door to the building he was on fire watch at (which was close to the junction of Kennington Lane and St Oswald's

Place) stood the ruins of Vauxhall Baptist Chapel, which had been bombed the previous October; a particularly dreadful air raid which had resulted in the deaths of over 100 people.

Just after 3am on the morning of 14th April, a patrolling policeman had noticed a fire burning within the chapel's ruined cellar. This was odd as there hadn't been a raid that evening and, upon investigation, the constable discovered Dobkin apparently attempting to douse the flames.

The following night, Nazi aircraft roared above London. As bombs rained down over Vauxhall, the curious incident of Dobkin in the cellar was quickly forgotten.

That was until August of 1942, when a workman sifting through the Vauxhall chapel's ruins came across a gruesome discovery: the mummified remains of a dismembered woman.

Although the authorities knew the chapel contained the remains of many people who'd been killed in the bombing two years previously, there was something different about this particular

corpse as it had been laid in a shallow grave, even though the area hadn't been used for burials since the late 19th century.

The remains were taken to Southwark Mortuary where, upon examination, pathologist Dr. Keith Simpson determined the body had been deliberately cut-up, and that the cause of death, which was ascertained as having occurred 12 to 15 months previously, was strangulation.

A quick check of the files reminded police of Rachel's disappearance. When records were checked with her Stoke Newington based dentist, an old x-ray of Rachel's jaw, when superimposed on the skull it proved a perfect match. Consequently, Harry Dobkin was arrested on suspicion of murdering Rachel.

At first, he strenuously denied the accusation and, despite being spotted at the site in 1941, claimed, *"I don't know any cellar at the chapel and have never been down there."*

He also stated the last time he'd seen his wife was just after leaving the cafe in Hackney, after which he said she'd boarded a number 20 bus to go and visit her mother.

Apparently, Dobkin remained pompous, although when he was confronted with specialist evidence from Dr. Simpson at the Old Bailey in November of 1942, this confident veneer crumbled.

Confession

It took the jury just 20 minutes to find Dobkin guilty of murder, and he was sentenced to death.

Shortly before his execution at Wandsworth prison in January of 1943, Dobkin finally came clean. He admitted that, frustrated by her demands for money, he had indeed killed her; beating and strangling her, before concealing the body in the ruins of the church in the sick hope that, if found, she would be considered a victim of bombing rather than murder.

■ TAXI

If you want to see more, you can visit my YouTube channel, [robslondon](#).



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Entertainment Corner

TAXI's resident film critic takes us through the month's best cinema and TV releases to recommend to passengers.

Reel Talk



Succession: Season 4 (Episodes 1-4) 📺

After trying and failing to oust their father Logan (Brian Cox) as CEO, the Roy kids – Kendall (Jeremy Strong), Shiv (Sarah Snook) and Roman (Kieran Culkin) – are working together on a new venture at the start of *Succession's* final season. Inevitably, they are soon drawn back into Papa Roy's orbit for more rounds of backstabbing, insult-throwing, and who-can-you-really-trust gripping drama.

In some ways, it's more of what we've come to expect from this ongoing family squabble. But the always impeccable writing finds new ways to make the familiar feel unpredictable, with character decisions that are shocking but also feel entirely in keeping with the personas we've grown to love and hate. Episode 3 in particular is an all-timer, and deserves to win all the awards for ensemble acting. If it continues to stick the landing for the remainder of the season, it will go down as one of the greatest television shows of all time. So far, there's no reason to doubt that it won't.



Succession airs weekly on Sky Atlantic and is available on NOW.

The Super Mario Bros. Movie (PG) 📺

Instead of merely being an extended ad for a toy, *The LEGO Movie* surprised us all by proving that everything is awesome back in 2014. It had smarts, substance, and creativity. Nearly a decade later, *The Super*



Air (15) 📺

Even if you never saw Michael Jordan play basketball, the chances are you're at least passingly familiar with his signature shoes, and his iconic jumpman logo. Directed by Ben Affleck, *Air* tells the story of how exactly Nike came to be in business with the greatest basketball player of all time, through the eyes of Sonny Vaccaro (Matt Damon) – a basketball expert at the company – and Nike founder and CEO Phil Knight (played by Affleck himself).

It's a crowd-pleaser of a story that transcends its sports movie tropes in part because of the excellent performances across the board (Chris Messina is especially entertaining as Jordan's foul-mouthed agent Peter Falk). Yet one can't help feeling that this unique story of Black triumph – both on the court, and in the boardrooms – would have hit harder if it was actually told from the Black people's perspective. Viola Davis' Deloris Jordan – who Vaccaro must sway if he is to land the deal of a lifetime – is limited to a handful of scenes and a mere 10-15 minutes of screen time. If she was the focus of the film, like she should have been, then Affleck may have had something really special in his hands.



Air is in cinemas now.



Mario Bros. Movie – which, like *The LEGO Movie*, also stars Chris Pratt in the lead role – is everything we feared that movie about building blocks might be, with sloppy storytelling and thinly-written characters.

The film does, however, have its moments. Fans of the games will find plenty to enjoy from the large quantity of Easter eggs laid out at almost every turn. The animated visuals are colourful and crisply rendered too – a standout sequence on the Rainbow Road is sure to bring back memories of past *Mario Kart* battles. But it's all so shallow: Luigi (Charlie Day) and Mario's (Pratt) brotherly relationship amounts to little more than 'if we stick together, everything will be alright!', and that unimaginative storytelling and character work is coupled with some uninspired vocal performances.

The only person who seems to be having any fun here is Jack Black, whose villainous Bowser sings a love song to Peaches (Anya Taylor-Joy) in one of the film's genuinely amusing moments. If only there were more of them.



The Super Mario Bros. Movie is in cinemas now.

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Newest Committee Member Working Hard to Unite Cabbies

Mickey Harris, 62, has recently joined the charity's ranks. TAXI took the opportunity to find out why.

TAXI How did you get involved in the charity?

Micky: I'd heard about it while doing the Knowledge in 2020, and as soon as I got my badge I volunteered. I hoped doing so would offer some reward but could never have imagined what I've got back. I've had the pleasure of taking veterans to events and commemorations in the Netherlands, Normandy and across the UK, and my greatly missed late wife, Barbara, loved everything the charity stood for and thoroughly enjoyed being with the veterans. I was delighted when I was asked to join the committee at the last AGM, and know they will have lots lined up for me to do.

TAXI Has it been difficult adjusting to life without Barbara?

Micky: Incredibly. However, when she passed she left a wonderful legacy, asking me to use the money to unify the cab trade. Understanding and formulating how best to shape her legacy has undoubtedly given me something to get up for every day. I knew that I wanted to combine Barbara's love of the Taxi Charity with her wishes to support the cab trade, and I've developed a new app, Unify London, that's just launched.

TAXI Tell us more.

Micky: What I feel the trade needs is something where drivers get all their fare, so this isn't a commercial venture. This idea has come from the heart of someone who cares for the industry, made possible by the wonderful and unexpected legacy of Barbara.

TAXI So how does it work?

Micky: Unify London is a bit different to anything else that is available. There is no hidden fees or cancellations, and the cab driver receives the full fare. It was very important to me that the driver receives the full metered fare and customers are not charged more than the TfL regulated booking fee. And what would make Barbara very proud is that trade charities, including the Taxi Charity for Military



Mike Hughes with Micky Harris.

Veterans, The London Taxi Drivers' Charity for Children, The Albany Taxi Charity, and the Magical Taxi Tour, are going to benefit every time it is used. And I hope that the fundraising 'Cabbies Do' boys will also benefit when they announce their next challenge.

TAXI What else is keeping you busy?

Micky: My family and the Taxi Charity. My son, Richard, is also a cabbie. He got his badge about three years before I did. I've two other sons, a daughter and 10 grandchildren. I had been a school teacher for many years but am so glad I made the decision to change route!

It is the Taxi Charity's 75th anniversary this year; a huge milestone for this small charity. We are very conscious that people are finding times hard with living costs, as the charity relies wholly on donations to fund its work. Therefore, volunteers and ambassadors are trying to promote the '75 for 75' fundraising campaign so we can take all our plans forward. Last year, I spent a lot of time with Mike Hughes learning about Poppy Cabs. This November, I will be taking more of a lead in organising the cabs on Remembrance Sunday. Mike has done such an incredible job building up this service and I hope he will be proud of my efforts.

TAXI Plans for the future?

Micky: In May, the charity will be going to the Netherlands



London cab driver Micky Harris with Arnhem veteran Bill Larder.



Barbara Harris on a Taxi Charity trip.

for Dutch Liberation and the following month to Normandy for the D-Day commemorations. There are plans for a large celebration for WWII veterans too. We will also be putting a call out to those who want to join my fellow committee members, Brian Heffernan and Simon Hawes, who are planning a fundraising walk across London's Bridges on 9th

September.

For me, it's about reaching new people and talking about what we are doing, in the hope they'll join us. It's about finding new volunteers, veterans and donors, recruiting drivers and attracting customers to the Unify London app. **TAXI**

To learn more, visit www.unifylondon.com

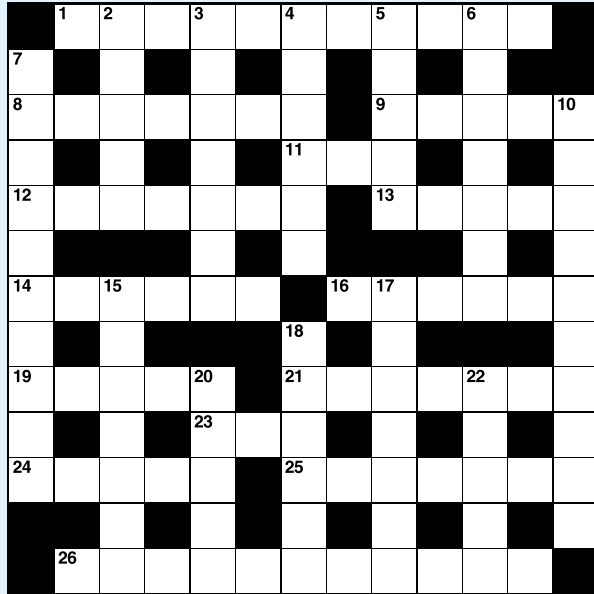
About the Taxi Charity for Military Veterans

The Taxi Charity is run by volunteer London black taxi drivers and has been supporting thousands of veterans since 1948. The charity arranges free trips (for veterans from all conflicts) to the Netherlands and France, for acts of commemoration and days out to museums, concerts, or social events across the UK. 2023 is the charity's 75th anniversary, a remarkable milestone for a small, niche charity, peopled by enthusiastic volunteers. The charity received the Queen's Award for Voluntary Service in 2021, an award approved by Her Majesty Queen Elizabeth II and the equivalent of the MBE for charities. To fund and facilitate their work, the charity is reliant on donations, grants and sponsorship and has launched a '75 for 75' fundraising campaign to raise £75,000 in its anniversary year. www.taxicharity.org



Puzzler Page

Crossword



ACROSS

- 1 First house for young people (7,4)
- 8 Noisy party (7)
- 9 Sorts, types (5)
- 11 Plural of 'is' (3)
- 12 Converting into money (7)
- 13 Rigid, unbending (5)
- 14 Do a favour (6)
- 16 Incite (4,2)
- 19 Confessed (5)
- 21 Poetic (7)
- 23 Wall-climbing plant (3)
- 24 Twelve month periods (5)
- 25 Get by bequest (7)
- 26 Removed a blockage from (11)

DOWN

- 2 Small sticks (5)
- 3 Performing again (7)
- 4 Attract and keep the attention of (6)
- 5 Long walks (5)
- 6 More masculine (7)
- 7 Mental characteristics (10)
- 10 Roof of the mouth (4,6)
- 15 Family pedigree (7)
- 17 Hand-held lamps (7)
- 18 Working at (your trade) (6)
- 20 Dancing club (5)
- 22 Cut up a joint of meat (5)

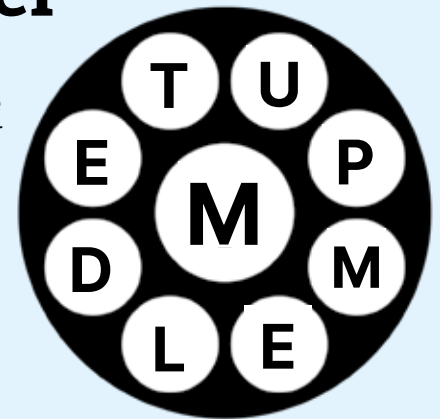
Sudoku

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

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 8 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.

<input type="text"/>	<	<input type="text"/>	>	<input type="text"/>	<input type="text"/>
^		^			
<input type="text"/>		<input type="text"/>		>	<input type="text"/>
			^		
<input type="text"/>		<input type="text"/>		<input type="text"/>	<input type="text"/>
<input type="text"/>	2		>	<input type="text"/>	<input type="text"/>
^				v	
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

All answers to puzzler on p30

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- Pay by cash/bank/online.
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TAXI

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Get in touch



Loren Wedderburn



Loren@centuryone.uk



01727 739 184



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● **Private London based buyer** looking for nice decommissioned TX4 quick collection arranged – James 07931964857

● **De-commissioned your tx4's and Euro 5's?** Earn more by selling outside London. We pay cash, collect, and drive away. Definitely still buying. John 07702 554934

● **All cabs wanted, we come to you,** top prices paid, cash/ bank transfer, instant decision, finance settled, non-runners or sell & rent back, Taxi's available to rent. call 07956317300

● **All de-commissioned good quality TX4s wanted.** Instant decision, cash paid. We come to you. Also white TX4 elegance wanted 07973 335739

● **Vito Eruo6 2017 wanted, cash paid** private buyer - 07877547550

CABS FOR SALE

● **Dynamo taxi for sale 20 reg driver** retiring, FSH, full battery capacity £36,500 - 07456501519

● **Cabs for sale. Main Dealer service** history. Non-fleet cabs. New stock daily. Cabs also wanted. Finance Paid 07957 465423

CABS FOR RENT

● **TX4s to rent all backup garage** facilities – 07824630247

● **All vitos and TX4s for rent, full** back up, starting from £200 based in East London – 07872504604

● **TXEs/TX4s available from £230 -** 07932740902

● **All North/West Vitos. Full** Flat/Part time/ Odd Days/ Shifts from £180, Full garage backup AA Membership - 07549 102030

● **TXEs for hire, no ads -** 07980299333

● **T&S Taxis LTD, New Comfort plus** models available, no ads £330 - £350 pw - Tarik - 07968623209

● **TXEs, TX4s and vitos available** from £230 per week contact Sabri – 07958973944

LTDA APPLICATION FORM

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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 _____

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Instructions to your Bank/Building

Society to pay Direct Debits:

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9 1 4 4 2 8

For Office use only

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

2 Name of account holder _____

3 Account number

4 Bank Sort Code - -

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

5 Signature(s) _____

Date _____



This guarantee should be detached and retained by the payer

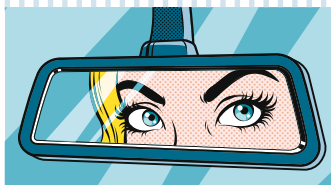
The Direct Debit Guarantee



- 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.

You can now also apply to join the LTDA online, simply scan here to complete an online application:





Coronation Fever

London is currently suffering from a serious case of Coronation Fever. Even Mr. Meg is very excited.

A woman of words

This is an extraordinary development from a man who has previously told anyone who wanted to listen, and many who didn't, that the Royals have too much money, too many palaces, too many jewels, too many gold coaches, too many ravens (in the Tower of London) and not enough chin. He thinks the royal chin is too small and a clue to the fact that they are first cousins to giant lizards.

But all his anti-royal sentiments were erased by the late Queen's funeral. The lone piper in Westminster Abbey moved him. He's a changed man. So much so that he is currently in the shed wrestling magic markers, string, paper and

scissors to create six hundred feet of Union Jack bunting for the street party he's arranging, alongside neighbours he's commandeered. Under orders from Mr. Meg, Kitty (she's 87 and deaf as a post) from Number 3 knitted an orb and sceptre.

The old gal has tried hard, but the orb is underwhelming; it's the size of a plum. And I am sorry to lower the tone here but, honestly, the sceptre looks like a woolly version of something that needs batteries from Ann Summers.

Drawing a veil over Kitty's efforts, I picked up another Coronation crazy chap on Victoria Street the other day. Suited and booted, he told me he was a hedge fund lawyer and he was on his way to Knightsbridge to collect his outfit for the Coronation.

This impressed me. "Ooooooh, you got an invite then?" I asked.

He snorted, "Me? Of course not. Why would you ask that?"

Hadn't he just told me he was going to pick up his attire for the Coronation? Confused.com.

"No, no. I'm watching it on TV. I just want to look the part!"

Get this, the man has had a cloth crown made (he said commissioned) in velvet and studded with semi-precious stones. The crown is a foot tall, stiffened with wires and to go with it he's ordered a floor-length fur trimmed cloak in red satin.

It is not very often I am lost for words. I even paused our chat for a moment because I suspected he might be taking the piddle. But no. I could tell from his face that he was 100% serious.

"It's a great investment," he assured me. My face must have looked like I didn't think so because he added, "Bespoke."

By now, we had turned into Hans Crescent in the land



of Big Lolly, and he told me where to pull over. I admit I shouldn't have but I had to fit two questions in before he got out. How much was this Coronation outfit? And what was he planning to wear underneath the cloak?

The answer to question one was £3,763 - eeeek!

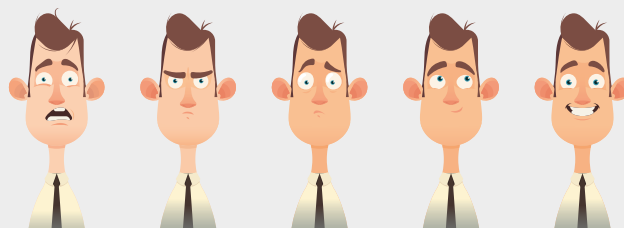
And the retort to question two was "nothing at all". An even bigger eeeek! **TAXI**

30

LTDA A selection of our numerous Distribution Points

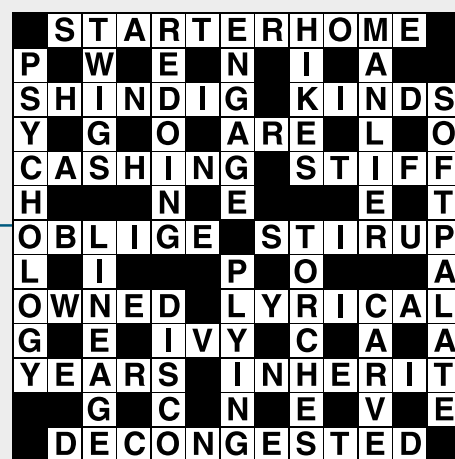
- ◆ A1 Taxis, Melody Lane, Highbury, N5
- ◆ Abacus Accounts, Southbrook Road, Lee, SE12
- ◆ Astral Café, Regency Place, SW1
- ◆ Bubbles Car Wash, E2
- ◆ C & S Taxis, Dunbridge Street, E2
- ◆ Cabsurance, Seven Kings
- ◆ Camberfield Taxi Services
- ◆ Computer Cab, Mitre Way, W12
- ◆ Coney Allen, Dunbridge Street, E1
- ◆ CP Beehive Service Station, Beehive Lane, Gants Hill
- ◆ Cricklewood Carriers, Cricklewood
- ◆ 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
- ◆ South Bank Service Station, Great Suffolk Street, SE1
- ◆ TAXI HOUSE, Great Suffolk Street, SE1
- ◆ Taxi & Private Hire, Blackfriars Rd, SE1
- ◆ 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

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SUDOKU

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

Wordwheel

SOLUTION: PLUMMETED

All words: Deem, dump, lump, lumped, meet, meld, melt, melted, mete, meted, mule, mute, muted, pelmet, plum, plume, plumed, plummet, pummel, teem, temple, PLUMMETED.

Word targets: Excellent: 24, Good: 20, Target: 15, Kids: 10

Futoshiki

2	<	3	4	>	1	5
5	4	2	3	>	1	
4	1	3	5	2		
1	2	5	>	4	3	
3	5	1	2	4		



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