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TAXI

15th August 2023 #547

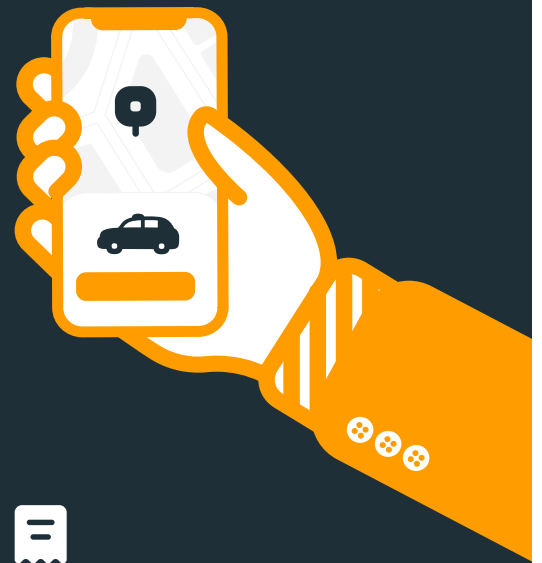
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IMPLICATIONS OF LANDMARK PHV RULING STILL BEING CONSIDERED

The sector is still assessing the impact of the landmark ruling handed down by the High Court in the case of *Uber Britannia Limited v Sefton Metropolitan Borough Council*, at the end of July. The case was centred around who holds the contract for services with customers in the PHV sector. It followed the earlier Supreme Court case in which Uber drivers in London were judged to be "workers" and the finding that Uber held a direct contract with passengers rather than acting merely as an agent or intermediate. In London, this led to Uber and other large PH operators having to change their business models and pricing structure. With the Sefton Case, Uber was seeking to extend the ruling to the rest of the country and level the playing field. In the case, the High Court ruled that an operator who accepts a private hire booking is required to enter as principal into a contractual obligation with the passenger to provide the journey, which is the subject of the booking. There had been fears that such a ruling could see fares rise by 20%, as operators would need to pay VAT and this would be passed onto passengers. However, an HMRC Spokesperson said: "This High Court ruling is not a tax case and does not have a direct bearing on the tax position."

"Whilst we keep all taxes under constant review, there are no current plans to change the tax status of private hire journeys." Meanwhile, trade bodies including NPHTA have argued that it will "have little to no effect on the industry at all". They went on to say that "those who are registered for VAT have already been paying, those are under the threshold will not be affected at all, since it was not a VAT case, in fact in both the Sefton case and the London case, the judges both clearly stated that VAT was not relevant nor was it argued in the cases."



GUNNERSBURY PARK CONCERTS

There are a number of concerts taking place in Gunnersbury Park, W5 during August. There is a taxi rank within the Park which will be marshalled for events. The remaining dates are as follows:

- 17th August – Giggi concert (10.15pm finish)
- 20th August – Boy Genius concert (10pm finish)

The capacity for each event will be 25,000, so there will be a need for extra taxis. Egress is expected to start approximately half an hour before the event finishes. The concerts are in sector 8 but will be opened to neighbouring sectors 7 and 9. Please support if you can.

PM ORDERS LTN REVIEW

Prime Minister, Rishi Sunak, has ordered a review of the rollout of low-traffic neighbourhoods amid calls from many Tory MPs to rethink the schemes, which have been seen by many MPs and their constituents as "an attack on motorists". In an interview in the *Sunday Telegraph*, the Prime Minister said that he had ordered the Department for Transport to review low-traffic neighbourhoods (LTNs) policies. Separately, there have also been suggestions that his government may look again at the use of 20mph speed limits.



CABBIE'S MATE A-Z APP

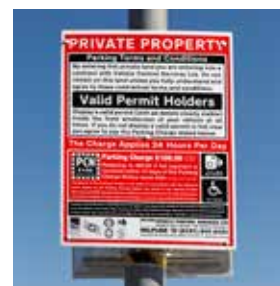
A new mapping app, underpinned by Ordnance Survey data, is being pitched to taxi drivers as the "perfect companion helping them to navigate across the capital." Cabbie's Mate A-Z app has been specifically designed for black cab drivers to assist them in accurately pinpointing a street, postcode, or a POI on A-Z maps in under 10 seconds. The app is said to support and complement taxi drivers' already exceptional understanding of London's roads gained through the Knowledge of London.

Cabbie's Mate was the idea of taxi driver and entrepreneur, Mentos Sagaoglu, who partnered with A-Z map publishers Harper Collins to develop and launch the app. Mentos Sagaoglu said; "The app helps to jog my memory, it makes life easier and takes the stress away." Jethro Lennox, Cartographic Director at Harper Collins Publishers added: "The key thing is the accuracy and authority which OS and A-Z bring to the app, and by working with taxi drivers we can very quickly update the mapping and have it available online." Harper Collins are an OS Partner and licence OS data for their A-Z Mapping products. Some drivers will remember previous versions of Cabbie's Mate A-Z which started life as a device to support taxi drivers.



SOPWITH WAY PRIVATE PCNS

There have been a number of reports of drivers being issued with private PCNs when dropping off or picking up in Sopwith Way, SW11. Drivers are advised not to hang around in the area and to move away as quickly as possible. The LTDA has contacted the management company to try to resolve this on behalf of members who have been issued with fines.



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Daylight Robbery

Instead of delivering on the public's priorities which are crime and making our streets safer, the Met is focused on delivering one of the Mayor's priorities – issuing a million speeding fines each year...

Steve's comment

During the course of an average day here at the LTDA, we talk to hundreds of members, either over the phone, via email or in person if they drop into Taxi House. Most of the conversations are concerning PCNs, licensing, medicals, or any of the multitude of problems, red tape, or hassles that a modern cabbie has to contend with.

The vast majority of these problems we can either solve, or at the very least, we can give the driver the very best and most professional advice on offer anywhere.

Distraction theft

Unfortunately, we are taking an increasing number of calls where the cabbie has either been the victim of a crime or they anecdotally report that they have witnessed yet another phone or jewellery snatch, or a mugging or theft from a vehicle that is stuck in traffic.

The latest scam that appears to be on the increase is a distraction theft. This is where a cyclist collides with the nearside rear of the cab, normally when the cab is stationary in traffic, he lays on the ground and stays there until the driver gets out the cab and walks around to the near side.

He then gets up and engages the driver in conversation, sometimes aggressively, sometimes apologetically. Whilst he is doing this one or sometimes two others, grab the driver's phone and float bag and ride off, the cyclist involved in the 'accident' then also rides off.

Wrong priorities

Whilst all of this is happening, hundreds of times every day, and on a day when there were three serious stabbings in London, the best that the Commissioner of Police, Sir Mark Rowley, and the Mayor, can do, is issue a press release calling for the mobile phone industry to do more to secure phones! Is it any wonder that the Met Police was placed



Policeman hiding in wait in central London.

in a form of special measures last year following a report from his Majesty's Inspector of Constabulary?

One of the reasons for that decision, involved concerns over the Met's priorities and at the time of Sir Mark Rowley's appointment, the then Home Secretary, Rt Hon Priti Patel MP said, *"The new Commissioner will need to deliver on the public's priorities for the police-making our streets safer, bearing down on crime and bringing more criminals to justice."* It would appear to me, and many others, that so far Sir Mark has spectacularly failed to deliver on the 'public's priorities', which are crime and making our streets safer, instead preferring to pander to the Mayor's policing priorities, one of which is apparently issuing a million

speeding fines each year.

Many reading this will have fallen prey to this target of dishing out one million speeding fines. We are still handling record numbers of cases for members caught by new lower speed limits and other changes. As you can see in the image above of a Policeman hiding ready to spring out at any moment and catch an unsuspecting cabbie, they really are out to get drivers, and so you need to be more careful than ever out there.

War on motorists?

The war on motorists seems to continue at pace in London, with ULEZ expansion now signed off by the Courts and set to go ahead later this month and more 20mph schemes popping up, it seems almost daily, in London.

The Prime Minister has

however recently made some noises in support of motorists, with suggestions that he might clamp down on councils' use of 20mph zones by curbing their powers and ordering a review of Low Traffic Neighbourhoods. It remains to be seen if this is genuine or a more cynical effort to badge Labour as "anti-motorist."

Pedicabs

Elsewhere, we continue to try to highlight the scourge of pedicabs on our great city and call for a much-needed clampdown. A couple of weeks ago, the LTDA was contacted by a member of the public sharing her family's awful story of being charged more than £400 for an eight-minute journey and left with no option other than to pay by an aggressive and threatening rider.

I passed the details onto BBC London and they interviewed the tourist and ran a piece about this *"National disgrace"* and *"Stain on the West End."*

The Government had planned to introduce legislation to address this after much lobbying from Westminster MP, Nickie Aiken, with support from the LTDA and others. However, the Transport Bill this was supposed to be part of was never introduced. There are hopes for a new bill in the next parliamentary session.

Incidentally, this is another area where the Met is failing spectacularly! I was in Parliament recently for the All-Party Parliamentary Group on Taxis AGM. Looking out the window of the 'Mother of All Parliaments', the once centre of the so-called civilised world, onto Westminster Bridge (just metres from New Scotland Yard), I could see a row of pedicabs eagerly awaiting their next naïve tourist to rip-off and another group of scammers tricking passers-by into playing their three cups, one ball game. All these scammers were doing their thing in broad daylight, openly out to trick unsuspecting victims out of their hard-earned cash, and what's being done about it by our law makers in Parliament and law enforcers in New Scotland Yard? Absolutely nothing. Clearly daylight robbery isn't a priority issue. **LTDA**



The Importance of Independent Insurance Assessors

By obtaining a second opinion from an independent assessor, taxi drivers can challenge questionable decisions of insurance companies and fight for the rightful compensation they deserve.



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Streets ahead

As licensed taxi drivers, ensuring the safety and reliability of our vehicles is paramount. Without our cabs we can't make a living and time with your cab off the road is money lost. Unfortunately, accidents happen, particularly in a busy city like London and with the chaos and congestion we are seeing out the roads these days. When they do, drivers need to understand their rights and how to make sure they are getting a fair deal from their insurance provider, one that will get them back on the road as quickly as possible and won't leave them out of pocket.

Accidents happen

Taxi drivers keep London moving and spend long hours on the road, which means that despite drivers' best efforts to stay safe on the roads, things can go wrong. When such incidents, whether your fault or a non-fault accident, occur, drivers rely on insurers to help them get back on their feet and back on the road without all the headaches.

Recent incidents have raised

concerns about some taxi insurance companies attempting to avoid paying out on accident claims or declaring taxis as write-offs due to questionable repair decisions. We've also seen issues with secondary damage caused when the vehicle is transported to a vehicle compound awaiting an insurance assessor to complete an evaluation on the cost of the repairs.

When these situations arise, I would always advise LTDA members to contact the LTDA if you are unsure about what to do or need advice on navigating the insurance claims process. We've seen it all and if we can't advise, we will put you in touch with other industry experts who can.

Avoiding their responsibilities

Too often we see what looks like insurance companies trying to avoid their responsibilities, causing delays and stress for drivers. This can leave taxi drivers facing unfair financial burdens and even the loss of their livelihood.

One common tactic employed by certain insurance companies is directing people to repair facilities with which they have established partnerships.

Additionally, some insurers may

use outdated vehicle valuation methods to justify low payouts for accident claims, leaving drivers without enough money to replace their damaged taxis.

You are in the driving seat when working, so why not take control of your accident claim too? My advice is to get yourself some independent advice and support. When dealing with

"Too often we see what looks like insurance companies trying to avoid their responsibilities, causing delays and stress for drivers."

insurance companies, you need to exercise caution and be as proactive as possible, don't just accept what they tell you and assume everything will work out.

At the LTDA, we've been working with *Fleetwood Independent Insurance Assessors* to help members, who find themselves in these situations. Fleetwood have already assisted hundreds of taxi drivers, making the whole process as stress free as possible.

Independent advice

Why use an independent assessor? Well with Fleetwood Independent Assessors and other similar services, you can be sure you are getting a fair and unbiased evaluation of accident claims and vehicle damage. Independent insurance assessors are professionals, who specialise in evaluating vehicle damage and calculating the accurate cost of repairs. They have no affiliations with insurance companies and prioritise the interests of the drivers they work with.

By obtaining a second opinion from an independent assessor, taxi drivers can challenge questionable decisions made by insurance companies and fight for the rightful compensation they deserve. Independent assessors offer impartial evaluations, removing the potential conflicts of interest that can happen when dealing directly with an insurer's appointed adjusters.

By involving an independent assessor, taxi drivers can strengthen their position during negotiations with insurance companies, leading to more equitable settlements. Seeking an independent assessment also promotes transparency in the claims process, helping build trust between the driver and the insurance provider.

Industry experts

Assessors also use up-to-date industry standards and vehicle valuation methodologies and understand the taxi sector and its unique characteristics, ensuring fair and accurate assessments of damaged taxis. What separates Fleetwood Assessors from any other independent engineers is that they have been associated with the Taxi industry for over 25 years and have unrivalled contacts and knowledge within the industry.

If you are a member of the LTDA and are unlucky enough to be involved in an accident your first call should be to the LTDA and we can put you in touch with Fleetwood to get you the support you need or you can go direct to Chris at Fleetwood Assessors, who would be happy to help you if he can.

LTDA

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One of Those Shifts

I reckon London Taxi drivers these days have to be some of the most patient workers in any job in the world...



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M4 musings

It's been a little quieter in the last few weeks, there's no denying it, although, it's nothing like as bad as some Augusts I remember before 2020.

I want to start by apologising to the driver who pulled me up for dropping on the rank outside the Thistle Marble Arch the other day. I hadn't even intended to drive into Bryanston Street, but there was traffic behind me wanting to turn, so I did turn in, and unfortunately ended up dropping on the back of the rank, as it was the only space available near the door of the Hotel. Anyone who works it, will know that Bryanston Street gets very cockled up outside the two hotels; anyway, excuses excuses, but it happened, so again apologies if that was you.

I drove round the block and eventually got a job all the way to Goyard on Mount Street. It's strange the frustration I feel when I get

a short job like that – logically these jobs pay at a good rate – you can often make £10 or £12 for ten minutes of your time and you're not going to do better than that unless you get a roader.

The above combination was just one little gem in 'one of

those shifts', which I had the other day. Earlier, I'd brought a job in from the airport and wanted to do a bit in town, followed ideally by something to take me in my direction, as all Taxi drivers want every day.

But things started off badly and went downhill from there. I got to point on Victoria and a man came to the window and said 'how much for four people to Heathrow?'

I gave him the estimate and he must have seen the hope in my eyes because he quickly said thanks very much, it's for Monday morning. Meanwhile, the cab behind me had got off – I ended up going to the ME Hotel, which was fine and this time there was no-one on the rank so I put on.

After about 15 minutes a customer came up and said, and I'm not joking: 'roughly how much would it be from here to Heathrow Airport?' I gave the quote. 'How many can you take?' Suffice to say, I didn't get that job either.

After that, it was just a litany of awkward drop-offs, missed jobs, unexpected traffic and the usual London chaos, to the point where my frustration was starting to manifest itself physically, so I thought I better throw in the towel.

Just then however, I was flagged down on Belgrave Place by a couple of blokes, who looked for all the world like they would be going to Harrods, but ended up asking for Warwick Lane W14, and suddenly all was right with the world again.

Rationally, I know how stupid it is to get wound up like this, after all, I was making money and it's just one day out of five in a week and plenty in a year, but we're humans, not robots, and I reckon London Taxi drivers these days have to be some of the most patient workers in any job in the world.

Cricket – a moral victory?

Well, the only winner in the 4th Ashes Test at Old Trafford was the weather. Australia retained the Ashes in the most underwhelming circumstances imaginable, after play was eventually called off on the final day.

England had played some brilliant cricket across the first three days of that game, including a massive first innings total of 592, but it was all for nothing, despite what they may have said about 'it's not the winning, it's how you play the game.'

All due respect, elite sport is about results above everything, and Australia went home with the Ashes. It wasn't glorious, but they may reflect that the decision to stump Jonny Bairstow at Lord's was what kept them the Urn. England fans had to make do with a drawn series, after an excellent and thrilling win in the 5th Test at the Oval.

I hope drivers made plenty of money at the London games – there are not many major sporting events so close to Central London, but Hey Ho, the football Season is already upon us and we get good business out of that as well.

Good luck out there. **LTDA**

Heathrow update

There was a meeting between Trade reps and the HAL 'Other Regulated Charges (ORC)' team at the end of July. This is the group that monitors the throughput of the Taxi Feeder Park (TFP) in order to calculate whether any changes are needed to the entry price.

Disappointingly, there were not any cost figures presented as yet (so we haven't seen a breakdown of what it actually costs HAL to run it), but the team have promised to come up with projections as soon as they can. Also discussed was the issue of timing any changes so that the Heathrow

Extra might also be adjusted, if necessary.

June and July have seen year-on-year demand soften very slightly at Heathrow, although levels remain historically high. In positive news, Heathrow have confirmed that they will not be removing the exemption for Taxis paying the Terminal Drop Off Charge (TDOC) for hirings between terminals. All passengers must be dropped at departures, and any pre-booked jobs must be picked up through the short stay car-park.



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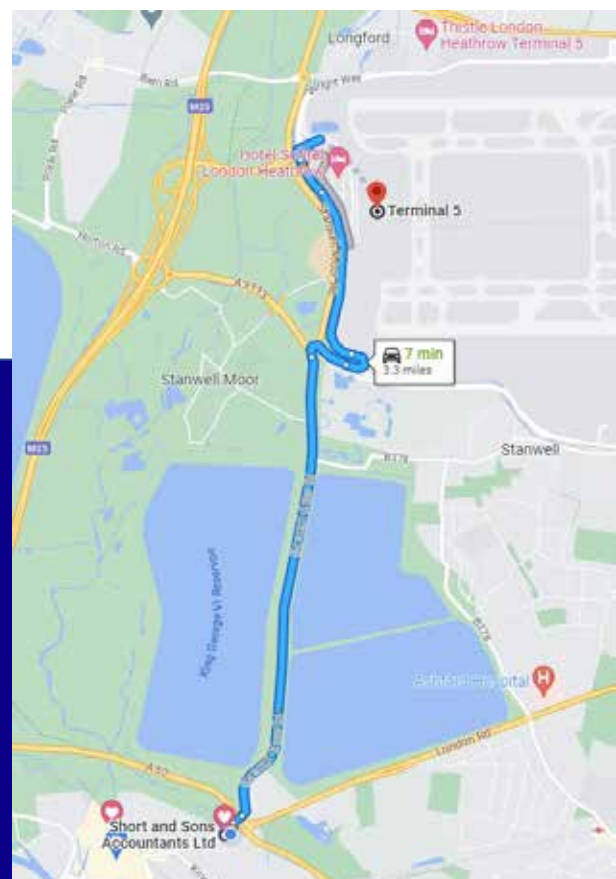
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TAXI and LTDA Member Mail

Subject: Pedicabs strike again

Hello,

This evening a cab driver gave me your magazine. I got in his cab looking for a pedicab driver who robbed me. In your magazine, there was a story of some other people who got scammed by these horrible people. Well, my experience was not great either and I wanted to share it.

We got in a pedicab on Dering Street / Oxford Street and went to the Royal Lancaster. I asked the rider upfront what it would cost and he said £6 a minute. Well ok I thought, since my kids really wanted it, I went for it. Then, as we came to the Hotel he stayed on the street, which was weird since the Lancaster has a drive lane, so the doorman can assist you getting in and out. But ok, we got off and he said: *"That will be £446 miss. I started laughing and asked him if he was joking."* He said, *"No miss, I am a legal cab and these are the rates."* I said,

"well sorry but that is ridiculous what you are charging me for an eight minute ride."

He then became pretty aggressive and since I was with two little kids and out of sight of the hotel entrance, I wanted to avoid my kids getting hurt or even upset with this lunatic shouting in my face, so I paid. The hotel apologised that they did not see it, explaining that they would have given him £20 and got rid of him.

I went to the Police and they were shocked how much I paid. They did nothing however, just gave me a website to report it to and that was it. I went back to Oxford Street by myself to look for the guy, of course he was nowhere to be found. The cab driver who gave me the magazine said to write to you so you can help demonstrate that these people are really getting worse and are even threatening a woman with kids forcing me to pay them.

Kind regards,
Renate



Subject: Getting my bill back

Dear TAXI,

I would like to thank the LTDA and Lloyd in particular for his amazing assistance in getting my bill back from TfL after I had to surrender it, following two heart attacks in the space of one day.

I had to take a stress and an LEVF test at a private clinic to ensure my fitness was up to scratch and then submit the results to TfL. Being the sceptic that I am, I was not confident due to the bureaucracy of our licensing body and was not expecting any response for at the very least a couple of weeks.

However, I didn't appreciate that I had the power of the LTDA in my corner and as I am writing this email, I still can't believe it, but in under 24 hours I got the email from them saying all is well and my badge and bill are on the way back to me.

For those of you not in the LTDA, I can't recommend any more strongly that you join up immediately! If you are lucky enough never to need them then you are blessed, but if you need them, they will be there for you, laced up and ready to fight.

David Ballu
Cabdriver for 27 years



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5 Easy Ways to Earn Even More Driving With FREENOW

Learn from the top-earning taxi drivers in the app



12

FREENOW

Some drivers earn thousands of pounds more each month working in the same city with the same app. How can this be? We're here to tell you.

We've gathered the best tips and tricks from the top-earning taxi drivers at FREENOW so you can see exactly how to make the most of your work day in the app.

1. Unlock 0% commission

Drivers who earn the most through FREENOW are the ones who actively engage in our reduced commission incentive. The more jobs you complete as part of the reduced commission incentive, or 'quest' as it's called in the app, the lower the commission. Complete enough jobs and you can unlock 0% commission and keep 100% of your fares. Plus, more regular work hours and a consistent job acceptance rate at the start of the week ensures that you can unlock 0% commission quickly so that you can get the most of your earnings later in the week.

2. Accept more prebook jobs

Figures show that the average fare value of prebook trips in the app is up to 60% higher than the fare of ad hoc jobs that come through the app. We also know that drivers in the higher earning bracket take twice as many prebook jobs than other drivers.

With FREENOW's prebook feature passengers can book their trips up to four days in advance, meaning that drivers can accept them up to four days in advance too. So, not only is the average fare higher, taking prebook jobs also allows you to plan your workday ahead of time and organise your schedule as effectively as possible.

For our driver advocate Scott H., prebook jobs are a key part of maximising his earnings: "I work around prebook jobs a lot to plan my shifts better and to avoid dead mileage. I look for a prebook job the night before my shift that I can pick up on my route to central London. If I'm going outside of the centre for a job I check for a prebook job back in. It's the same when I'm heading home."

3. Have FREENOW on-car advertising

Drivers with FREENOW on-car advertising (OCA) receive 27% more trips than those without it. Plus they get a £900 bonus (paid out in instalments throughout the 12 month contract*). They also get a first look at the prebook jobs available, so they have the choice of the highest-paying jobs and the jobs that work best for them. To apply for FREENOW OCA, scan the QR code and book your appointment today.



4. Accept longer-distance offers such as airports

Longer-distance jobs are higher-paying jobs so it's no surprise that we see a large number of our top-earning drivers accepting the majority of these jobs, especially to and from the airport. The average fare value of airport jobs is up to 200% higher than ad hoc jobs in the city.

5. Work weekday mornings

We value flexibility and freedom at FREENOW with all drivers on our app working on their own terms with their own schedule. However, there is a noticeable increase in earnings to be made when working more on the weekdays, especially during morning rush hour.

As well as ways to earn more, we've partnered with several organisations in order to offer exclusive benefits to FREENOW drivers. These help keep their everyday operational costs low and have more disposable income.

Cost-saving initiatives

- Discounted fuel and buy-now-pay-later offer with Collective Benefits fuel card.
 - Discounted insurance with DCL insurance.
 - Replacement cab services with Rapid Auto Assist so you can keep earning even after an incident.
- You can read more about all of our active partnerships at free-now.com/uk/uk-driver-partnerships-taxi.

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The Science of Compliance

With taxi drivers being the multi-dimensional characters they are, many of you will surely have a firm grasp of Greek mythology...

Man in black

You'll have no doubt heard of Cerberus, the multi-headed dog that guarded the gates of Hades, to prevent the dead from leaving this slightly less than salubrious location.

However, what you may not know is that this legendary four-pawed beast also guarded the doors of 15 Penton Street,

otherwise known as the (old) carriage office – at least this is what many cab drivers from the Jurassic period would have you believe (I, myself, fall into said time period).

Those attending this location of peril, doom and despair would include drivers wishing to renew their licence. Other attendees would of course include Knowledge of London students who have "*boned-up on all the macaroni of London*" (that line has been shamelessly nicked from the late Jack Rosenthal).

These poor lost souls in torment had to be ready to face the wrath of any given examiner who may have lovingly placed a couple of Vicks Sinex into their nostrils, prior to listening to the aforementioned victim's (I mean candidate's) verbal recital.

There was, however, another group of desperate individuals who, after paying Charon the ferryman of Hades to take them across the rivers of Acheron and Styx, entered the carriage office, seemingly never to leave the same person

as when they entered. These were the taxi drivers who faced compliance issues.

Greek mythology aside, there is a point to all of this: the science of compliance.

The appliance of compliance

Managing and policing London's taxi and private hire industry is no small task. With over 18,000 taxi drivers, 15,000 taxis, a whopping 106,500 private hire drivers and 90,000 private hire vehicles, TfL really do have their



"Managing and policing London's taxi and private hire industry is no small task. With over 18,000 taxi drivers, 15,000 taxis, a whopping 106,500 private hire drivers and 90,000 private hire."

work cut out for them. With over 500 operations officers looking after the compliance side of the taxi and PH industry, it is becoming apparent that *"getting away with certain infractions"* is becoming significantly more difficult and potentially perilous. There are nearly 200 officers



who operate within the Roads and Vehicles functional area, which predominantly represents TPH compliance activities, as well as Red Route enforcement. It must be noted that in the days of cross-training and multi-functionality, all 500 officers can be called upon at any given moment.

With one of the biggest issues facing the taxi industry being cross-border hiring and private hire drivers working outside of their licensing area, I discovered London-based operations officers do engage with drivers licensed elsewhere in the UK. This is done to establish whether they have a legitimate reason to be in any given area. Also, joint operations are undertaken with any given regulator or local authority. These dual operations are used to overcome the legislative limitations which plague regulators across the UK – including TfL. There are, of course, aspects of the Department for Transport's statutory standards which are used to assist operations officers UK-wide too.

According to TfL, licensing

authorities across England are duty bound to share safeguarding and road safety concerns about taxi and private hire vehicle drivers with each other. This can be supported by TfL's own website.

Calling Perry Mason

It is accepted that nobody likes to have to deal with operations officers (they are no longer called compliance officers). It is also accepted that when those officers are cracking down on the private hire industry, they are our allies. And when taking action against the taxi industry they are the enemy. But that is the nature of the beast. What must be noted is that our industry can't function properly without these people. It must also be noted that officers do not know everything in relation to taxi and PH legislation – but then neither do cab drivers.

Enforcement takes place for a myriad of reasons, too many to mention in one article. There's no point arguing with or, dare I say, being rude to officers. It serves no purpose

and can escalate a relatively minor situation. Of course, on the opposing side, no cabbie has to tolerate rudeness either. Be calm, be circumspect, be accommodating and remember that any issue faced by drivers regarding compliance can be tackled by the LTDA.

Ultimately, try not to give an operations officer an opportunity to force you out of work. To quote Judas Priest, the last thing you want to be doing is *Breaking the Law*, otherwise, to plagiarise Ozzy Osbourne, you could end up calling *Perry Mason*. **TAXI**

Further information on compliance can be found here:





The Disturbing Life of Con Man Ronald True

A grizzly tale of deception, paranoia and murder.

Rob's history tips

Born in Manchester in 1891, Ronald True's childhood proved tough. His mother, Annabelle, was barely 16 when she fell pregnant with him, and with the father being little older, poverty ensued.

Things changed in 1902, however, when she married an extremely wealthy fellow named Arthur, a baron no less, who ensured the pair wanted for nothing.

A vile youngster

True was soon carted off to Bedford Grammar School where he proved to be a spoilt brat, developing a reputation for compulsive lying and, more disturbingly, animal cruelty.

When he turned 18, True was encouraged to work abroad, leading to stints in Argentina, Mexico and Canada. All of which failed thanks to the youngster's laziness and surly attitude.

He then joined the Royal Flying Corps at the height of WWI, but did not see any action. He suffered two crashes during training, the consequences of which, possibly due to brain trauma, worsened his already obnoxious personality.

In 1917, True married a silent film actress named Frances Roberts, although he quickly abandoned her to teach flying in America, lying that he possessed considerable combat experience.

Unsurprisingly, this career attempt failed and, estranged from his exasperated family, True returned to England. He settled in London where he made the Grand Hotel on Northumberland Avenue his home.

A suave con man

By now True had developed a serious addiction to morphine which frequently caused him to hallucinate.

He was also convinced he was being stalked by a doppelganger; an entity who supposedly embodied his dark side in a Jekyll and Hyde-like manner. True even obtained a pistol in order to defend himself against this



figment of his imagination.

His drug problem severely impacted his finances, but despite this he still managed to live the high life in London, frequenting West End bars and the city's plush hotels; his favourite being The Savoy.

To get by, he presented himself as a Major, sometimes sporting a monocle, claiming the training injuries he'd suffered in the war had in fact been sustained during daring aerial combat.

With this persona, he managed to charm his way in and out of establishments, using bouncing cheques, petty fraud and, in some cases, theft, to pay his tabs.

In 1922, True met 25-year-old Gertrude Yates; an escort who used the pseudonym 'Olive Young'.

Yates invited True back to her basement flat at 13a Finborough Road, where he promptly pinched £5 (approximately £230 today) from her purse.

The theft was obvious, and for a time Yates actively avoided True.

However, using his dubious charisma he managed to wrangle his way back into her life and, on 5th March 1922, Yates made the fatal error of once again inviting the conman back to her flat.

The murder of Gertrude Yates

The couple spent the night together at Finborough Road, and in the morning True made Yates a cup of tea. As she sat up in bed to drink it, True lunged at her with a rolling pin, battering her around the head.

Then, as Yates lay unconscious, True completed the atrocious deed by strangling the woman to death.

As his victim's body lay in a pool of blood, True calmly drank his own tea and then rifled through the flat, finding £8 and £200 worth of jewellery.

He left at 9.35am, bumping into Emily Steel, Gertrude Yates' cleaner, telling her not to disturb Yates as she was "*in a deep sleep*."

True then hailed a taxi to the Strand, from where he hired the services of a chauffeur (a service he often liked to treat himself to) named Luigi Mazzola.

True had Mazzola drive him around the West End; first

"In 1917, True married a silent film actress named Frances Roberts, although he quickly abandoned her to teach flying in America, lying that he possessed considerable combat experience."

to Coventry Street where he purchased a suit, then on to Wardour Street where he pawned the stolen jewellery. Later that evening he decided to take in a show at the Hammersmith Palais.

Nabbed at the Hammersmith Palais

Mazzola meanwhile returned to his garage where he found Scotland Yard detectives waiting to question him.

Upon hearing the horror of what True was suspected of, Mazzola readily gave the officers his whereabouts, quickly leading to True's swift, discreet arrest whilst he sat in a box at the theatre.

True's trial took place at the Old Bailey in May of 1922, where the jury took little time in finding him guilty of murder.

The death sentence was passed, although this was reprieved due to concerns over his mental state, and True was promptly sent to Broadmoor where he would remain for the rest of his life. He died of a heart attack at the facility on 8th January 1951, aged 59.

If you wish to learn more, you can visit my YouTube channel, [robslondon](#). ■ TAXI

See your advertisement here

TAXI is the membership magazine for the Licensed Taxi Drivers' Association (LTDA). It is circulated to 12,000 taxi drivers in London every fortnight.

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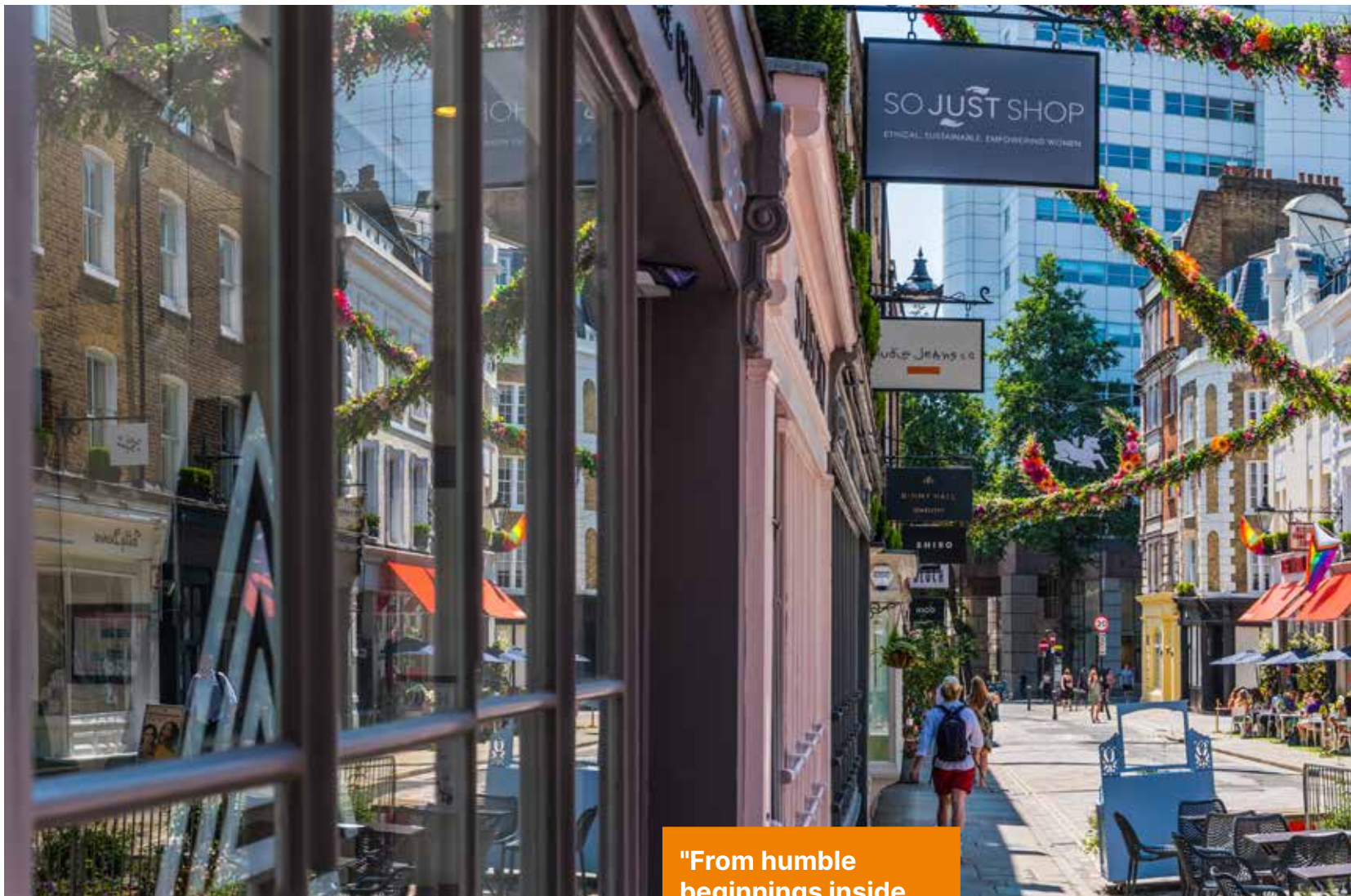
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A Passage Through

Continuing our journey through Covent Garden, we explore the origins of the Football Association



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Footprints and Foundations

We continue our journey through Covent Garden and arrive on the eastern perimeter. So let us take a step back in time and reveal the development of Great Queen Street and its environs.

Great Queen Street

This thoroughfare was constructed in the 1620s as an early innovation into the area of Covent Garden, named after Queen Ann of Denmark, consort of King James I (1603-1623). 15 houses were originally built on the north side of the street. They were constructed of brick which had adequate status to gain interest for aristocratic

residents. These properties had a basement with four floors above. From the top floors of the properties, the new home owners had an unobscured view of the hills of Hampstead and Highgate. This picturesque backdrop would not last long, as the march of bricks and mortar would soon conceal the scenic vistas of the Northern Heights of village London.

By the early 18th century, the status of the Great Queen Street had grown in its popularity. Upmarket shops selling provisions, fashionable apparels and haberdashery lined both sides of the street. By the next century the street would evolve into a manufacturing base. Covent Garden was closely associated with the coach building trade, and Great Queen Street was no exception. Here, auxiliary traders engaged in

"From humble beginnings inside a public house, the game of football has evolved throughout the world."

ironmongery, harness makers, platers and breech makers, servicing the capital's busy horse transport industry. William Newton and John Parker redeveloped most of the

The London cab trade has always produced inspirational individuals who have performed noble acts of compassion. Charity is deeply entrenched into the DNA of many taxi drivers. Numerous articles have been printed in TAXI over the years, demonstrating selfless cabbies who have stepped forward to provide assistance to those in a less fortunate position. For these acts of kindness, cab drivers have been recognised in the honours list. Well deserved MBEs and OBEs have been awarded to London cab drivers for their remarkable charity work.

I would like to include my dear friend Lidija Armanda in this coterie of fundraisers. Lidija sadly passed away recently on 17th May 2023. She formerly ran the cab shelter in St John's Wood. In 2009, I started fundraising with her to raise money for the Hospital for Sick Children in Great Ormond Street. Lidija was a lady of charity and empathy who made a difference to those in need. She leaves a huge legacy that will not be lost in the mist of time. Good luck out there.

Time - Covent Garden

to the Freemasons.



19

street in the 19th century. They are remembered by nearby local street names.

The Freemasons Hall

I am sure there are cab drivers that belong to the Freemason fraternity. For those who are not acquainted with this ancient brotherhood, an air of secrecy surrounds the inner sanctum of the Grand Lodge at Freemasons Hall in Great Queen Street. The present building, constructed in 1933, dominates the southside of this thoroughfare, although the Freemasons have been active in this location since 1774. Great Queen Street formerly had places of learning for boys and girls. Institutes where a secular education was taught alongside the traditions and customs of masonic instruction.

Freemasonry can trace its roots back to the 13th century.

The society originated from the craft of stonemasonry. From its early concepts, the Masons formed themselves into a guild, where religion, charity and close cooperation between members was ever present. Deep within the ideology of the Freemasons ancient customs were established: insignia, clothing accessories and mysterious handshakes were formalised. The Masons attend lodges where formal black-tie dinners take place. Here, after some rituals are performed, a meeting takes place to discuss the business of the day and welcome in new members. Each lodge has a master who is replaced annually.

The beautiful game

The foundations of the national game of football were laid out in Great Queen Street. Close to the Connaught Rooms, there is

a small plaque attached to a building which was formerly the Freemasons Tavern. Here, the Football Association was founded and the laws of the game were instrumented. The plaque reads: *'The Football Association was formed on the proposal of Ebenezer Cobb Morley at the Freemasons' Tavern, which stood on this site. The modern game of football was born on this day on 26 October 1863.'*

From humble beginnings inside a public house, the game of football has evolved throughout the world. It's also difficult to comprehend that the players in the early days earned only a few pounds per

The Football Association
was formed on the proposal of
Ebenezer Cobb Morley
at the Freemasons' Tavern,
which stood on this site.
The modern game of football
was born on this day.

26 October 1863

game, whilst at most Premier League clubs today a majority of the players on the pitch are millionaires. **TAXI**

If you are contemplating a tourist guide course, or have any questions, please contact me via journeythroughtime@hotmail.com



The First Full Size EV

At between £65,000 and £75,000, it's not cheap and it takes Kia firmly into BMW, Mercedes and Audi territory. The question is will people go for it?

Car review

I think it must be down to this column because I now get more and more invites to car launches and press events from various manufacturers. The latest launch was at a snazzy hotel in the suburbs to see the new Kia EV9.

If you are a car buff, (I can't say petrolhead anymore because nearly all of these launches are for electric cars), you will know that this launch was for the most anticipated of the year, as it was the first large, or full-size EV to land in the UK. It also comes at least a year ahead of anything else this size, and possibly two years ahead of Range Rover.

It's a big car, which is made to look even bigger by its 'slab' design. More than a few people at the event referred to it as a 'beast' or a 'monster truck'. Although, I thought it was actually a good looking, if slightly avant garde, car.



KIA
Movement that inspires

"It has a claimed range of over 330 miles courtesy of the largest batteries ever fitted to a production car, 99.8kWh."



It can come with two configurations, with seven or eight seats. In the seven-seat configuration, the second row has swivel 'captain' type seats, which can be swung around to face the rear, giving it an almost taxi like set up.

The driver's cockpit is similar to the smaller Kia EV6 and the car on show at the event had a fantastic rear camera instead of mirrors set up, similar to that in the Audi e-tron and small Honda EV, but rather bizarrely, I was told that this won't be available on UK cars.

It will charge at 250kW and has a claimed range of over 330 miles courtesy of the largest batteries ever fitted to a production car, 99.8kWh. Overall, it's a pretty impressive package. But, at between £65,000 and £75,000, it's not cheap and it takes Kia firmly into BMW, Mercedes and Audi territory. The question for Kia will be how many people with that budget to spend will be prepared to overlook badge snobbery to invest in Korea's finest? **TAXI**

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Entertainment Corner

TAXI's movie critic takes us through the month's releases to recommend to your passengers.

Reel Talk



CMC Pictures

Meg 2: The Trench (12A) ⚠️

It's taken five years for us to get to round two of Jason Statham vs. Sharks. Surprisingly, the man behind the wheel of the speedboat is Ben Wheatley, a director who is known more for indie/mid-budget hits like *Kill List* and *Free Fire* than giant shark blockbusters. He conducts himself well enough here in this sequel, although it takes a little too long to get to the fun stuff.

Before that very entertaining final act, we have to wade through a boring plot that sees Statham's returning deep-sea diver extraordinaire Jonas Taylor and his crew stumbling on an illegal mining operation in the titular *Trench*. It's dimly shot, many of the characters we're forced to spend time with aren't afforded much personality, and the twists aren't nearly as dramatic as they should be. Thankfully, things change once the action shifts to 'Fun Island' – the showdowns with multiple Megs deliver the goods, and Page Kennedy comes into his own as a fun supporting character who is very much aware of the type of movie he's in. It's big, dumb fun. If only the entire movie hit the same tone.



Meg 2: The Trench is in cinemas now.

Joy Ride (15) 🍷

If cinema has sometimes conditioned us to think that Asians are stereotypically docile and mellow, Adele Lim is here to disabuse us of that notion. Her riotous directorial debut focuses on four friends on an international adventure, and the shenanigans that ensue only get wilder as the film goes on. If you've been starving for the hilarious, gross-out humour of a *Bridesmaids* or *Girls Trip*, this movie will satiate you.

But that's not the only thing on offer here. One of the foursome is Audrey (Ashley Park), and her search for her birth parents is the emotional backbone of the film that comes to the fore at just the right moments. It's also the source of some excellent dialogue, as Cherry Chevapravatdumrong and Teresa Hsiao's layered screenplay dives into the nuances of Asian identity with exchanges that are at times funny but always sharp. That they're being delivered by an ensemble who all bring their A-game, from recently Oscar-nominated Stephanie Hsu to Sherry Cola and Sabrina Wu, only makes it more infectious. Watch this one with a big crowd, and prepare to laugh a lot (and maybe even shed a few tears too).



Joy Ride is in cinemas now.



Lionsgate Films

Teenage Mutant Ninja Turtles: Mutant Mayhem (PG) 🍷

There have been many films centred on the Teenage Mutant Ninja Turtles over the years. But remarkably, none of them have seen the foursome of Leonardo, Michelangelo, Raphael, and Donatello voiced by actual teens. It's one of many smart decisions that director Jeff Rowe and his team make in *Mutant Mayhem*, a winning animated movie that makes it easier than ever to fall in love with the titular group. It helps that the animation itself is beautiful to look at too. Taking its cue from the Spider-Verse movies, it feels like a comic book come to life, at times drifting from hand-drawn to stop-motion. And along with the youngsters, the vocals from veterans Ice Cube, Jackie Chan, and a scene-stealing Paul Rudd are all a perfect fit for their characters. Paired with a God-tier soundtrack – an extended action montage set to Blackstreet's *No Diggity* is a particularly inspired highlight – and emotionally satisfying themes of acceptance, it's little wonder why a sequel has already been green-lit. On this basis, we should be very excited for what's to come.



Teenage Mutant Ninja Turtles: Mutant Mayhem is in cinemas now.



Paramount Pictures

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Alcohol Duty: Has The Cost of Your Favourite Drink Gone Up?

The way wine, beer, cider, and spirits are taxed has changed since 1st August, meaning some drinks are cheaper, but others will cost more.

Money matters

The recent duty overhaul means tax on all alcoholic drinks is based on alcohol by volume (ABV). This replaces the previous duty system, which consisted of four separate taxes covering beer, cider, spirits, and wine (including fermented products).

Since 1st August, there are lower taxes on drinks below 3.5% ABV, while all drinks above 8.5% ABV now pay the same rate regardless of product type.

Teetotal Prime Minister Rishi Sunak insists businesses and consumers will benefit from the changes. But those in the pub and wine trade are not happy, as the changes mean price hikes on many drinks.

There is now more tax to pay on most wines and spirits, but less duty on lower-alcohol drinks and most sparkling wines.

The good news is that taxes on draught pints hasn't changed, which is supposedly an additional measure designed to support pubs.

What are you drinking?

Wine

The tax shake-up isn't good news for wine drinkers. The duty on a bottle of wine has gone up by 44p, based on an average alcohol strength of 12.5% ABV. A glass of wine in a pub now costs about 5p more.

Sparkling wine, however, has seen its price drop by 19p, providing a tax duty fall of 7%.

Port and sherry

Port drinkers have seen one of the biggest price hikes.

If you buy a 75cl bottle of port at 20% ABV in the supermarket, you'll pay about £1.29 more than before, after alcohol duty increased by 44%.

A 75cl bottle of sherry at 15% ABV will cost 97p more than before the tax changes.

Spirits

Bottles of spirits have also gone up in price – but pre-mixed cans haven't.

The total tax on a bottle of gin or vodka has gone up by about



"There is now more tax to pay on most wines and spirits, but less duty on lower-alcohol drinks and most sparkling wines."

90p, while the cost of a bottle of Scotch whisky has increased by almost £1. However, a 250ml can of 5% G&T is now 5p cheaper.

Beer and cider

If you like a pint in a pub, you're in luck because the main winners in the tax overhaul are pub clientele who drink beer and cider. The government has cut the duty charged on draught pints across the UK by 11p.

The so-called 'Brexit Pubs Guarantee' means that the tax paid

on pints and other drinks on tap in pubs is now up to 11p cheaper than their supermarket equivalents.

How to save money

If you like to stock up on alcohol to drink at home – or if you're throwing a party – it pays to plan in advance. (Tip: Amazon is often a lot cheaper than supermarkets.)

For example, Tesco is selling 70cl Haig Club Clubman whisky for £28 but the same bottle is on sale on Amazon for £17. At Tesco, 50cl Cointreau Liqueur costs £17, but it's just £14.50 on Amazon.

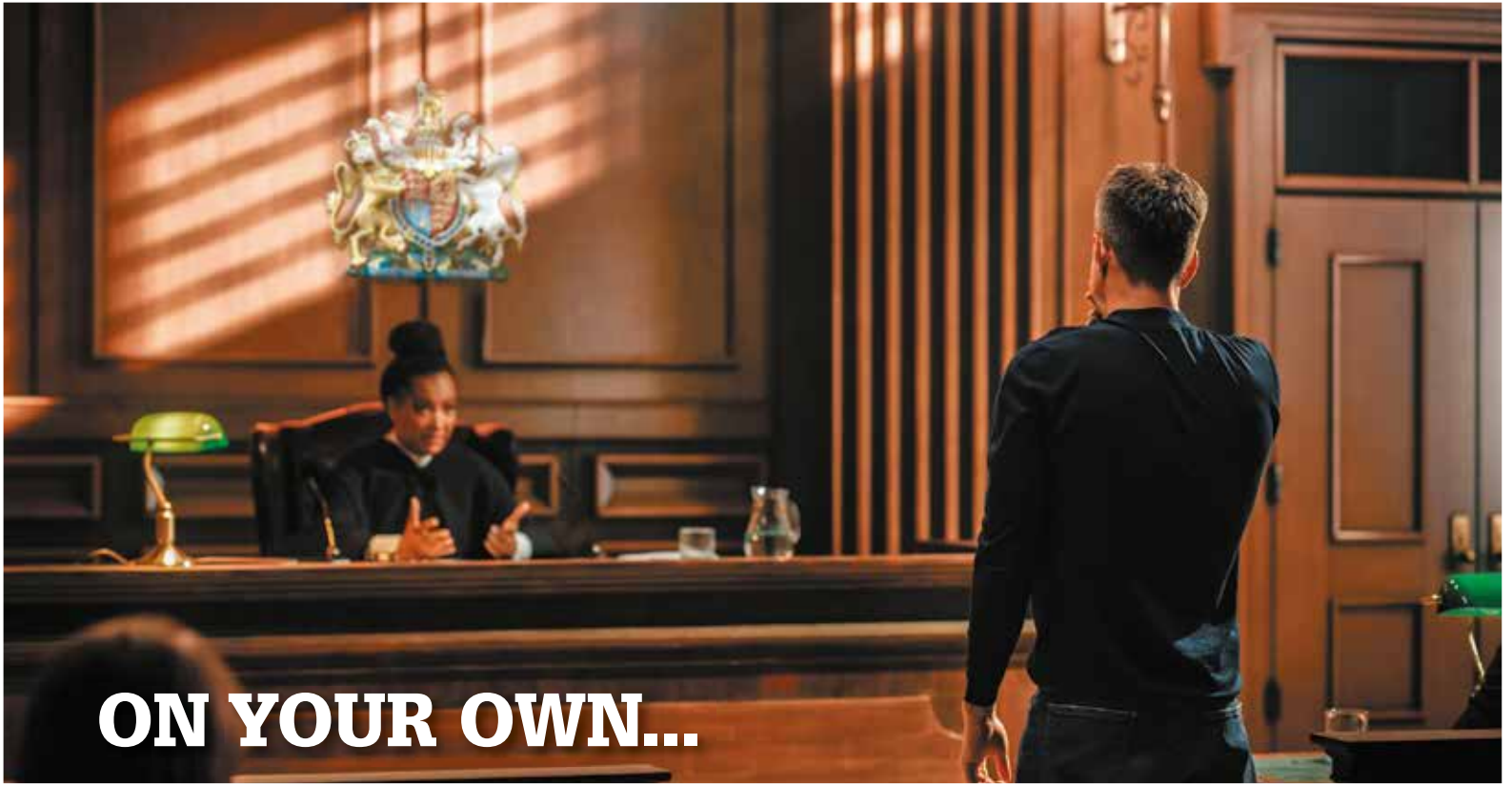
Another way to save cash is to sign up for supermarket rewards schemes. While traditionally these loyalty schemes offer rewards points on purchases, many now offer

cheaper 'member-only' prices. For example, 1 litre of Bombay Sapphire gin is £28.50 at Sainsbury's – but the price falls to £22 if you have a Nectar card. 1800 Silver Tequila 70cl is £30 at Tesco, but £8 less, at £22, if you have a Clubcard.

For wine drinkers, it's cheaper to buy in bulk and also to get boxes rather than bottles. For example, a 1.5 litre box of 19 Crimes red wine costs £14 at Tesco, equating to £7 for 75cl. A 75cl bottle of the same wine is £9 or £7.25 with a Clubcard.

Modern technology means the seals on wine boxes are now more secure and don't let oxygen in, therefore an open box will have a longer life than an open bottle.

TAXI



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The Story Of A 98-Year-Old D-Day Veteran Evicted From His Home

We spoke to Taxi Charity Honorary Secretary Dick Goodwin and Taxi Charity volunteer Dave Hemstead, about meeting veteran Alfred Guenigault.



Dick Goodwin, Dave Hemstead and WWII veteran Alfred.

TAXI Alfred recently appeared in a lot of mainstream media – what's the story?

Dick: His plight made the press in mid-July, with headlines like this one from the Daily Mail: 'World War Two veteran, 98, who is battling cancer is staying in a hostel after landlords kicked him out of his rented bungalow in 'no fault eviction'.

Alfred, a D-Day veteran, was not on our radar and we wanted to urgently find him and see what support he needed. We were fortunate in locating him quite quickly and, having spoken at length with his daughter, on 21st July myself and Dave made the journey to the hostel with Lisa, a reporter from GB News.

TAXI How was Alfred?

Dave: Considering the circumstances he was particularly upbeat and it was lovely to spend time with him and listen to his story as he articulately spoke about his experiences in the war.

Alfred originally signed up with the Royal Ulster Rifles before completing training with the Parachute Regiment. On D-Day, he came into Normandy in a glider with the Royal Ulster Rifles, landing in Ranville at 12.30am on 6th June, 1944. He was wounded during the landings and his heroism during the war saw him awarded the prestigious Legion D'Honneur, France's highest gallantry award. From a family

of cabbies, during his later life he worked as a London driver, before leaving the trade to run a hotel on the south coast with his wife of 69 years, Joy, who died in 2015. It was really interesting to chat with him about how the trade had changed.

TAXI What is his current situation?

Dick: Alfred is on the waiting list for new housing and the council is citing that it may take up to six months to find him and his daughter and son-in-law, who are his carers, new permanent accommodation.

He has friends in the area and is a member of a local day centre, which he visits twice a week. His family are very keen that they don't have to move too far away. But we are hopeful that the GB News piece may lead to him being rehoused much sooner than this. He has been inundated with support from individuals, businesses and charities across the country and his daughter and son-in-law are working their way through all the offers of support. For our part, we have invited Alfred to join our trip to Normandy in 2024 for the 80th anniversary of D-Day commemorations. He will of course be invited to other events before then.

Dave: I am looking forward to Alfred joining us on our next trip to Normandy. On D-Day,



WWII Veteran Alfred Guenigault, with Taxi Charity Volunteer Dave Hemstead



WWII Veteran Alfred Guenigault.

he landed very close to Pegasus Bridge and I know how much our great friend Arlette from Café Gondrée, which proudly sits next to Pegasus Bridge, will delight in meeting him for a beer.

And of course, being able to take him to his first remembrance service at Pegasus Museum and at the Ranville Commonwealth War Graves Cemetery on the 80th anniversary will be very special indeed.

During our visit, I took Alfred out for a drive in the cab and was surprised when he told me that he hasn't met any other veterans, so we will be able to change that pretty quickly by inviting him to future events. We know that when older likeminded veterans spend time together, the years seem to melt away. Their voices become louder, as they laugh and interact with those who had similar life experiences.

TAXI So, what next?

Dick: As always, it is about funding. Not only have we found Alfred but we have recently found other veterans who were not previously known to us and we want to include them in all our plans.

However, the pandemic and cost of living crisis has left us in a worrying financial position that we have never experienced before, so we desperately need more donations. We are losing these WWII heroes all too quickly and can't wait for an upturn in the economy but need the funds now.

TAXI How can people help?

Dick: There are lots of ways: share our social media posts, talk about us with your friends, families and passengers, and if you want to do something more tangible then please make a donation via our website. Or why not join our Chairman and Treasurer who are walking London's bridges on 9th September to raise money for the charity? **All the details about how to sign up are here:**



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.

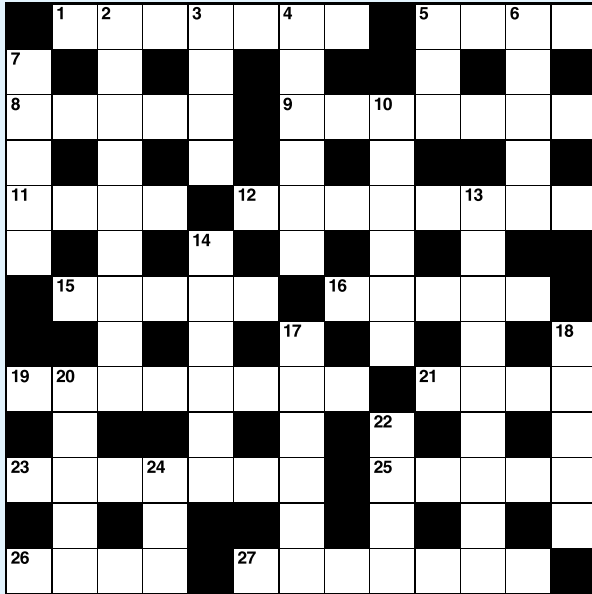
To fund and facilitate their work, the charity is reliant on donations, grants and sponsorship and has launched a '75 for 75' fundraising campaign to raise £75,000 in its anniversary year.

www.taxicharity.org



Puzzler Page

Crossword



ACROSS

- 1 Spryness (7)
- 5 Daybreak (4)
- 8 Learned via word of mouth (5)
- 9 Become healthy again (7)
- 11 Cry (4)
- 12 Natural rise in the land (8)
- 15 Hardy forest tree (5)
- 16 Angled part of a roof (5)
- 19 Go faster! (4,2,2)
- 21 Good buy (4)
- 23 Throwing spear used in sport (7)
- 25 Fine porcelain (5)
- 26 Petty quarrel, tiff (4)
- 27 Reflecting road stud (4-3)

DOWN

- 2 Bush telegraph (9)
- 3 Gentlewoman (4)
- 4 Go to bed (4,2)
- 5 Pair of performers (3)
- 6 Brandish (5)
- 7 Ostentatious (5)
- 10 French port facing Dover (6)
- 13 Smart thinking (9)
- 14 Furred parchment (6)
- 17 Brownish-yellow pigment (6)
- 18 Use your voice (5)
- 20 Vagabond (5)
- 22 Deeds (4)
- 24 Specialist hospital department (inits) (3)

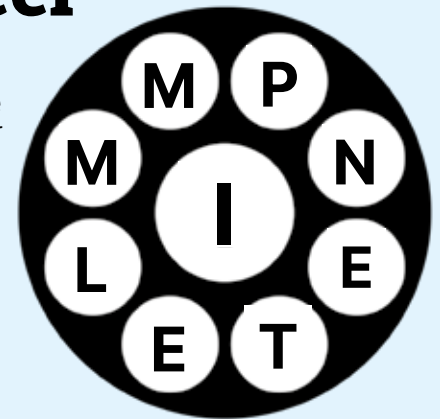
Sudoku

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.

1								
8				7		6		
	2	7		4	8		5	
6		3		9		8		
		1			7	2	3	
9		5		2	1	7		
						1		
		6			9		8	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 13 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.

		4		
	<		<	3
	<			
			>	
		<	>	

All answers to puzzler on p30

CABS FOR RENT



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e16-taxirentals.co.uk

TX4s TO RENT

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- Pay by cash/bank/online.
- Mercs also available



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LTDA

LTDA AGM

The LTDA AGM will take place on Wednesday 13th September from 10.00 to 11.30am.

It will be held at Christchurch Hall, 27 Blackfriars Rd, SE1.

CABS FOR RENT

De-commissioned your TX4's and Euro 5's?

Earn more by selling outside London.

We pay cash, collect and drive away.

John
07702 554934

CABS WANTED

- All cabs wanted. Tx4, euro 4, 5 & 6 also TXE wanted We come to you, any condition, very quick decision. cash paid instantly. 07702 554934
- All cabs wanted any condition plated or not cash same day collection service - Roy 07956293748
- 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 de-commissioned good quality TX4s wanted. Instant decision, cash paid. We come to you. Also white TX4 elegance wanted 07973 335739

CABS FOR SALE

- Black LEVC TX Vista comfort plus, 2 year warranty, 45,000 miles, FSH £38,000 – 07848460664
- 19 plate TXE Vista Plus raven black, no ads low mileage warranty/ plated until March 24. Excellent condition, one owner from new £37,950 ONO - 07803558146
- LEVC 20 plate silver 1 owner 54,000 miles FSH nice clean cab £47,000 ono – 07813904035 Bryan Watford area
- 15 Reg TX4 blue, 199,721 miles, VGC plated until next March, £11,250 call Joe - 07885140995
- Cabs for sale. Main Dealer service history. Non-fleet cabs. New stock daily. Cabs also wanted. Finance Paid 07957 465423

- TX4 Reg'd March'14 for Sale. 84,000 mileage, full livery. Call Mike 07525 351 572

CABS FOR RENT

- TXEs/TX4s available from £230 – 07932740902 (Run in the next issue also)
- TX4s for rental part time – day or night man welcome. Well maintained cabs with full backup. Garages in London and North East. Call Andy - 07970915778
- TXEs, TX4s and vitos available from £260 per week contact Sabri – 07958973944
- TXEs for hire, loan cab available, no ads – 07980288333
- All vitos and TX4s for rent, full back up, starting from £200 based in East London – 07872504604

LTDA APPLICATION FORM

Name

Address

Postcode

Telephone Mobile

Email Twitter

Date of Birth Badge No.

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

Suburban badge sector numbers

Have you ever been a member of the LTDA before? (please tick) Yes ☐ No ☐Do you currently have points on your DVLA driving license? (please tick) Yes ☐ No ☐If Yes how many points do you have? Please tick if you **DO NOT** wish to receive information from the LTDA and other related organisations in the future? ☐

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

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

Signed Date

LTDA Basic Direct Debit Instructions

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

Please complete parts 1 to 5 to instruct your branch to make direct payments from your account. Return form to **FREEPOST LTDA**

To the Manager of

Bank/Building Society Address

Service User Number

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



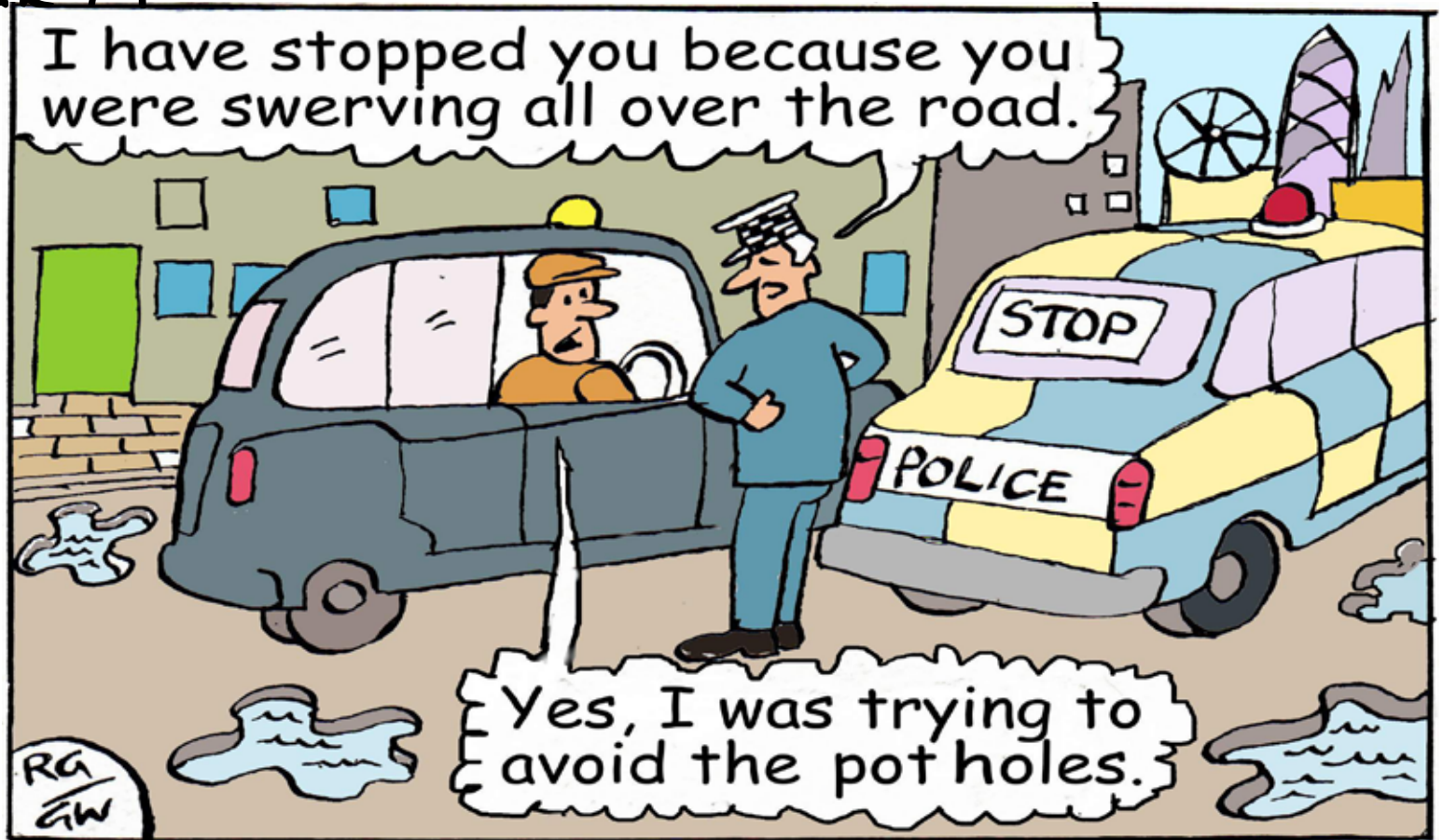
- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you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





Cabbie's cartoon

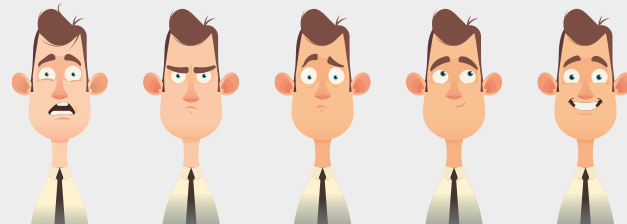


30

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- ◆ 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
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- ◆ 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
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- ◆ Putney Bridge Taxis, The Arches, Putney Bridge Station, SW6
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- ◆ 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
- ◆ Wiz Ann Knowledge School, Watts Grove, E3

PUZZLER ANSWERS



Crossword

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

Sudoku

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

Wordwheel

SOLUTION: IMPLEMENT

All words: Elite, emit, impel, inept, inlet, item, lien, lime, limp, limpet, line, lint, mien, mile, mime, mine, mint, mite, pile, pine, pint, tile, time, tine, IMPLEMENT.

Word targets: Excellent: 21, Good: 17, Target: 13, Kids: 8

Futoshiki

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



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