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4th July 2023 #544

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TAXI

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LTCFC FUN KAYAKING DAY AT DOCKLANDS WATERSPORTS CENTRE

On Monday 12th June 2023, the London Taxi Drivers Charity for Children (LTCFC) organised the first of these special days, taking thirty disadvantaged children from local schools on a trip to the Docklands Sailing and Watersports Centre for a fun-filled day of thrills and spills.

The event didn't get off to a great start, with torrential rain, lightning and thunderstorms hitting the east London area, forcing the attendees to shelter until the storm passed.



The LTCFC aimed to boost the children's self-esteem and help them become more resilient by providing them with a supportive environment and the chance to learn new skills. Due to the event's success, LTCFC will continue similar events in the future. By continuing to provide these opportunities, the LTCFC hopes to positively impact the lives of many more children, helping them overcome challenges and discover their potential through fun and engaging activities.



PEDICAB CHARGES £500 FOR 9 MINUTE RIDE

In yet another example of why pedicabs are the scourge of London, a rider has reportedly charged tourists a shocking £500 for a nine-minute journey. The tourists recounted their experience to a cab driver, who shared it on social media. Initially, they were quoted an already steep £60 for the short journey from Sexy Fish restaurant to the Cumberland Hotel. Upon arriving, they were informed that this was £60 per person. They were then shown a small, hard to read sign, displayed on the pedicab, which stated that there was a £200 charge per person just to hire the pedicab, on top of the fare. When the tourists queried the price, the pedicab rider reportedly threatened to get his colleagues to come to hotel. Without action from the Government to ban or at the very least regulate pedicabs, they will keep ripping off unsuspecting tourists and giving London a bad name!

ULEZ CHALLENGED IN HIGH COURT

A judicial review of the planned ULEZ expansion is before the High Court this week. Five Conservative-led councils succeeded in taking the fight against the ULEZ expansion to the High Court, securing a judicial review of the consultation process for the controversial scheme. The London Boroughs of Bexley, Bromley, Hillingdon and Harrow along with Surrey County Council initiated the challenge. Elsewhere, speaking to *Sky News*, Mayor of London, Sadiq Khan, denied that the scheme was part of 'a war on motorists'. "Absolutely not. Absolutely not. But there is a war on air pollution, there is a war on premature deaths of Londoners, there is a war in relation to climate change. It's really important that we realise it is not 'us versus them".



LOTTO WINNER!

You've probably heard of the **LTDA Lottery.** What you probably don't know is that since it started in 1986, we've paid out **more**

than £2,205,000 in prize money to more than 400 winners!

Congratulations Mr Marvin Houston!

The latest LTDA lottery winner was Marvin Houston. Marvin has been a member of the LTDA for 24 years. He was delighted to receive the cheque for £5000, which he told us will go towards the purchase of a new taxi. We wish Marvin many lucky years behind the wheel of his new cab!



The first prize in our lottery is £5,000 - every month! But you won't win it if you're not in it. Tickets cost £5 each per month. And even if you don't win, you'll know that proceeds from the lottery contribute towards promoting the trade.



To be in it to win it, scan above to enter online or call **020 7286 1046** and ask about the LTDA Lottery

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Uber for Korski

I remember being shocked, not by how biased and influenced he was...but by how blatant he was, he really did not care that he was openly backing a foreign tax dodging monster...

Steve's comment

he last two weeks have been eventful in London politics.
First, there was the shock shortlist for the Conservative Party's Mayoral Candidate, which didn't include Paul Scully MP, who at that stage had been considered the front runner. He was always supportive, so it was bad news for us!

I also wasn't happy to see Daniel Korski on the shortlist, as without Scully, he looked like the favourite and a string of bigname endorsements suggested he was seen as the one to win. Luckily for us, it wasn't long before allegations from Korski's past caught up with him.

Out of the race

Accused of groping screenwriter Daisy Goodwin, he eventually pulled out of the race. He strongly denied the allegations and tried to hold on, but an official complaint filed by Goodwin brought his short-lived candidacy to an end.

In a message to supporters, he seemed to blame "dirty tactics and underhanded strategies", for his downfall. If there was ever someone who would recognise such tactics, it would be Daniel Korski

I met Korski, in Downing Street, at the height of his powers, when he was Deputy Head of the Number 10 Policy Unit, under David Cameron and George Osborne, when Uber lobbyists practically had the front door key at Number 10. He was polite but totally disinterested in anything I had to say, he was adamant Uber and other ride hailing apps were the future, he wasn't interested in the damage being done by the pricing subsidy, not just to the taxi trade, but the incumbent private hire trade, traffic, and congestion nor the exploitation of drivers. I am paraphrasing, but the gist of what he said was, just accept the world changes, you are the past, this is the future, maybe try to work with

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MR UBER OUT OF THE
MAYORAL RACE

CONSERVATIVE HUSTINGS
HERE TODAY

Uber for Pamiel!

them. I can remember being shocked, not by how biased and influenced he was, after all this was the Cameron/Osborne Number 10, but by how blatant he was, he really did not care that he was openly backing a foreign tax dodging monster, against the interests of not just the industry incumbents but London itself!

Daily Mail exposé

This was all before the *Daily Mail*'s Guy Adams valiant efforts to expose the lobbying that went on under Cameron and Osborne during this period. Korski was specifically named in these stories, as one of the Downing Street enforcers at the time. The *Daily Mail* reported his aggressive tactics, lobbying Boris Johnson's City Hall and effectively doing Uber's bidding

to prevent a much-needed update of private hire vehicle regulations being introduced to protect passengers and properly regulate new entrants like Uber.

What we didn't know then, is that at the time Mr Korski sent a legal letter to the Mail threatening action over the allegations made in the article. Writing on Twitter last week, Guy Adams said, 'True fact: Daniel Korski once got Mishcon de Reya to send a snotty letter to the Mail because, among other things, I had described him in print as a "Downing Street fixer.'

The letter from top law firm Mishcon de Reya wouldn't have come cheap. As Guy Adams pointed out on Twitter, it's questionable how a public servant at the time could afford Mishcon's fees. A similar letter was also sent to political blog Guido Fawkes, so it wasn't even a one off. I won't comment on how he might have funded this, I'll let you fill in the blanks for yourselves.

The good news is that he won't be our next Mayor (unlikely he would have won anyway). Whatever you think about our current Mayor, it's clear Korski would not have done our trade any favours in the job. Lessons have been learned by everyone involved since 2015 and Uber is no longer the threat it once was to our business, but I'm still happy to see the back of him!

MPs supporting our trade

In Parliament, Conservative MPs have once again been speaking out against traffic management schemes, which are damaging the London taxi trade. They took the opportunity to do so during a Westminster Hall Debate on Road User Charging Schemes.

Rt Hon Theresa Villiers MP said, "Licensed taxis are a crucial part of our public transport system" and "there is no justification for excluding them from Bank, Bishopsgate or Tottenham Court Road, as is currently the case."

Discussing the fall in driver and vehicle numbers, Rt Hon Sir Iain Duncan Smith MP said, "One of the great shining examples of London transport is being killed off by the present Mayor." Mark Francois MP described a recent conversation he had with a cabbie 'Bill', who told him he'd never known the traffic in London to be as bad as it is now. François recounted the cabbie's words telling him that 'between all the road closures and the roadworks it is virtually impossible to get anywhere and it is about time someone raised it in Parliament.' François went on to say "Well, Bill—I think that was his name—now they have."

Well done to 'Bill', and if you ever have an MP or anyone else influential in your cab make sure you do the same, they might actually listen and try to do something about it!

LTDA

Our Changing Trade

Catching up with an old mate I was on the Knowledge with recently turned into a tennis match, with us going back and forth with 'remember when' and discussing how the trade has changed.

Top rank

hen one of us cabbies runs into someone we did the Knowledge with, we stop and catch up. We enquire 'whatever happened to' or 'have you seen so and so out and about' and then inevitably we get onto how the game has changed since we got our badges.

Ever changing trade

One such encounter happened to me last week, when I bumped into a former fellow Knowledge student (as was) and now fairly long-standing cabbie, having both received our badge in 1996.

Being someone (probably like many men), who is absolutely useless at keeping in touch with people and often saying to myself 'I'll give them a call next week' but never actually making that call, I often think how strange it is that we spend many a day or evening, not just learning the Knowledge with people, but also learning all about them, socialising and meeting their families, but then once 'out', apart from maybe a few, we part company. Then, when a chance encounter brings you together, a good catch up is enjoyed by all.

Then and now

Meeting that old mate, he commented on my recent article about how I came to buy my first cab. It soon turned into a tennis match, with us going back and forth with 'remember when'. Like, remember when we first started driving a cab, the chances of that cab having even a basic radio was pretty dam slim, now we have TV screens and Android Auto.

The annual overhaul was at least a three-day event and often well in excess of £1000. Nowadays, it's more about making sure you keep up with your service plan and a quick 'in and out' at your favourite car wash. The lifespan of a cab was also 'as long as it passed an overhaul,



years, regardless of condition.

Credit card acceptance was optional and involved completing a paper docket, using a swipe machine and taking it to someone to process, hoping it wasn't declined. Today, all it takes is a simple instant 'tap' on a mandatory TfL approved and installed machine.

Licence renewal has gone from a simple trip to the Penton Street counter, with a new photo and a few quid to renew your licence to the now (relatively) complex renewal process that requires signing up to various websites, a trip or two to the post office, and sometimes an anxious wait for the postman.

Emissions were only a concern in certain cabbie eateries like the Royal Oak and those were of the human variety. In my time, we've gone from Euro 3 to Euro 6 and every issue that came in-between. If someone had mentioned the phrase ZEC, we would have assumed it was a character on Flash Gordon or Thunderbirds, not the cab we now buy.

If you lost your badge and were issued with a shiny new one with an obviously higher number, you could tuck it in your shirt pocket or between the buttons of your

shirt to hide that fact. Now with the introduction of Identifiers we've seen the upsurge of the now infamous 'formally' notice sellotaped to said identifier.

Tory mayoral candidate contest



So, it would seem that the Tory party couldn't even pick a winner of a race that finished ten minutes ago, let alone before the race is actually run.

Their selection for candidates as the opponent to fight Mayor Sadig Khan, at

a time when the chance of turning London blue could not have been better, beggars' belief. I think it's pretty safe to say that Mayor Khan, who has seen a huge dip in popularity following some very unpopular and unjust policies and appointments, will have danced a little jig when he saw who had made the shortlist, which once again showed the Tories as being out of touch.

The original shortlist included a complete unknown, even within the political world, Mozammel Hossain KC, who I fear is destined to stay that way, and a former Cameron crony. It's not all bad news of course. Susan Hall AM, who has regularly made mincemeat out of Mayor Khan in City Hall over the last few years would definitely have a chance of beating Mayor Khan and would likely do a good job if elected.

With former golden boy Korski looking like the party's preferred candidate, Hall didn't seem to be in with a chance, but luckily for us, fate has intervened and seen off another enemy of

Daniel Korski's fall from grace started when he was accused of groping screenwriter and producer, Daisy Goodwin, during his time working as a Special Adviser to David Cameron in Downing Street. When you think how Cameron's premiership ended and the subsequent revelations exposed by the likes of the Daily Mail's Guy Adams, (which specifically named Korski), you'd have thought that anyone who had advised Cameron would have been sent far into the wilderness, never to be seen again. But no. Then once again, the need to back pedal started after the allegations became public. His supporters fell away and there were rumours of more people with stories to tell. This eventually resulted in him dropping out of the race.

Could this now mean Hall receives the backing she needs to become the candidate and give Khan a real battle? Let's LTDA hope so.

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Code Red

I wasn't happy to hear about the announcement of 'no more taxis'. I will be bringing this up at our next Heathrow meeting!

Airports & beyond

he Heathrow Terminals are very busy in June and September, which are usually our busiest months. We have seen long queues of people on the ranks at all times of the day, with the evenings particularly bad.

Not a good look

My uncle arrived from America on Monday 12th June, as we had a family funeral early the following morning. He waited over two hours for a taxi. He said Heathrow was announcing to everyone that there were 'no more taxis' and were advising them to 'use their apps.' My uncle is British, but living in America, so he knows the black taxi well and always uses our service, but he said it felt like London was closed to visitors. There was nothing on Gett and eventually at 12.30am, he had no choice but to get a minicab.

This isn't a good look. Visitors who don't know London or are visiting for the first time would leave with a bad impression of our taxi service. I wasn't

"He said it felt like

London was closed

to visitors."

happy to hear about the announcement of 'no more taxis, as this would have stopped people from even going to one of our

ranks to try. We all know things can change at anytime, there could have been a spurt of taxis arriving. An announcement like that just encourages more people to use apps and our competitors. I will be bringing this up at our next Heathrow meeting!

Getting bums on seats

Code red, which is when any taxi with or without a tag can go straight to any rank, could have been used to help relieve the queue of people on the ranks, but Heathrow are reluctant to do this as the



perimeter roads get blocked with taxis The problem is that code red can stop at any time, hence it can result in a long

row of taxis with nowhere to go. My main concern is always to get bums on seats, so I

encourage the release of more tags, especially in our busy

months. We constantly review this with Heathrow.

Price guides

Meanwhile, all the orgs have produced an updated price guide for working out of the metropolitan area. The last update was in 2015. The driver's guide is being printed as we speak and the boards on each terminal will be updated accordingly.

4D number plates

This topic has been covered on numerous occasions, but more drivers are coming in with fines from the police. We to clarify, that the plates are abiding to the legislative requirements. We understand driver's frustrations, as they have bought these plates in good faith. Drivers have been given 28 days to reply to the Police. If you happen to get one of these fines, come into see us and we will try to communicate with the relevant departments on your behalf.



Breakdown cover

I've had many calls of late from drivers, asking why the Automobile Association (The AA) are not providing cover for taxis anymore. I was confused to hear this as I have had cover with them for the past few vears. I contacted the AA and sadly this was their response. 'Thank you for contacting the AA Administration Team.'

I am very sorry to hear that drivers are getting conflicting information. All call centre agents should be up to date on the current stance on AA Membership for taxis, but it sounds as if some may not be. The following information has now come from the Road (Breakdown Membership) Product Team, which hopefully clarifies things a bit:

AA Membership is designed for private/domestic/ non-business use. We have always reserved the right to refuse service for vehicles that are identified as being used for commercial reasons, including taxis, and our Terms and Conditions have been updated to clarify this.

As your vehicle is for commercial use, we cannot guarantee that service will be provided under AA Membership and so you may wish to consider cover more suitable for you needs. More info available here https://www.theaa.com/ business/breakdown.

To summarise, they do offer cover, but under a different, business policy, specifically designed for vehicles used for commercial purposes. There are other road recovery companies that do similar cover, so l suggest that drivers ring around to compare policies. LTDA

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Here We Go Again: The EU's **Platform Work Directive - Take 234**

Will there ever be one rule for platform workers for the whole of the EU?

International correspondent

hen will we see one rule where drivers are classified as employees or proper self-employed workers, instead of seemingly selfemployed, like platform drivers in so many other countries?

The EU Council, essentially the heads of the 27 member states, recently decided not to exclude self-employed taxi drivers affiliated with a taxi company from the definition of the Platform Work Directive.

It's all very much a work in progress. After the EU Parliament and the EU Commission, the Council of the European Union has - at the end of a year-and-ahalf of tough negotiations - now agreed on EU-wide criteria for defining platform work.

Taxi companies are not excluded from the scope of the directive and cab drivers could still be treated as platform workers. The Swedish Presidency - which ended on 30th June - had made this directive one of its priorities. But the differences between the EU member states are vast. And it seems that instead of a unified approach across the EU, there will be an à la carte approach in each country, to the delight of Uber & co.

To the disappointment of the taxi trade and contrary to previous announcements, the explicit exclusion of taxi drivers from the scope of the directive, despite hard lobbying by groups Taxis4SmartMobility and IRU,



During air raid warnings in Moscow GPS signals are jammed

fell by the wayside. Since the EU Parliament had already taken a decision in February, in which the taxi companies remained outside the draft directive, the Council's agreement paves the way for tough negotiations between the three EU institutions. It seems that every country will soon be able to apply the platform directive in its own way, such are the differences between member states. To be continued

Where to, comrade?

The Knowledge is not a big thing in Moscow. Actually, it's nonexistent. Taxi drivers are generally not from the capital, but from one of the former Soviet republics, Muscovites say scathingly. And as they don't know the city with its vast ring roads and huge traffic network, they rely on Sat Navs. But these days taxi drivers in Moscow are the 'victims' of tightened security measures after

drone strikes on the city. Rooftops of important government buildings, not just that of the Kremlin, are not only equipped with anti-aircraft guns, but the drone protection measures on these roofs also mean that GPS signals can be jammed or interrupted during times when airstrikes can be expected.

As a result, drivers are temporarily unable to use navigation systems. Unlike their passengers, most taxi drivers in Moscow do not know the city, so a taxi ride can quickly turn into a Magical Mystery Tour, especially in the historical centre, where the most important government buildings - with most GPS jammers - are. This is where navigation comes to a halt most frequently during air raid warnings.

According to a popular Moscow taxi forum, drivers will do anything to get their passengers to cancel their ride to the centre or rely on the instructions of customers in the back seat for the last stretch. This is particularly inconvenient for customers who have already paid for their orders by card and this prepayment can only be refunded after lengthy negotiations with the app. When navigation isn't working, Yandex drivers (the most used app in Russia) ask passengers to use their mobile phones to tell them exactly where they're waiting for their car.

In regional centres of Russia, where taxi fares are much lower, trip cancellation has been a problem for years. But after the long air raid warnings are lifted and normal GPS service has been resumed, any taxi driver will find their destination again just as easily as any resident of Moscow. (Sourced reporting by Zhanna Aleksandrova).

Are Germans the best tippers in Europe?

A recent YouGov poll on tipping held in six EU countries, the UK and US, found Germans are the best tippers. In Germany, tipping seems to be more or less automatic, but Europeans are deeply divided on it. In restaurants, for example, 72% of respondents in Germany told the pollster they typically tipped, with almost the same as the US. In the UK, where an optional service charge of about 12.5% is usually included, 55% said they left a gratuity.

But if German tipping habits seem ingrained, they are not always observed. Adding 10% is a generally accepted rule, but not always followed. "Most customers pay me € 2-3 (£1.71-£ 2.57) extra," said Mehmet Dogan, a Berlin driver. "But the 10% rule doesn't apply to longer journeys. I don't think I have been given a €5 (£4.30) tip in 20 years of doing my job. If someone slipped me a fiver, I'd assume they made a mistake." TAXI

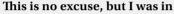




TAXI and LTDA **Member Mail**

Subject: W1 Taxi Rank Apology

If you were on the taxi rank outside the Langham Hotel in Portland Place on Tuesday 6th June at around 3pm and were hailed and then didn't get the job, the customer would like to apologise profusely for any inconvenience caused.



a mad rush and being a wheelchair user, I tend to struggle. I hailed the next cab, not realising that my colleague had secured you! I know this is against the etiquette rules, so I feel really

The paper has my contact details so feel free to reach out. Sorry again.

Subject: LTDA letter...Thankful I didn't cancel the LTDA.

SORRY

I've been a member of the LTDA for over 20 years and have never had to call on them in anger - until now. For personal reasons I didn't apply for my licence renewal as promptly as I usually do.

In 24 years of being a London Taxi Driver, I've been pleased/ lucky to have my renewal completed within a week or so. Not this time. An incorrect digit on my tax check code had tripped me up. Time was running out and I feared I would be taking some unplanned time off work.

It was a Friday afternoon and within ten minutes of emailing the LTDA, I had a call back from Rob. He explained what needed to be done and helped me with the process. By the following Wednesday and just in time, my licence application was complete.

A big thank you to Rob at the LTDA.

During the Pandemic I cancelled some subscriptions. I'm thankful I didn't/wouldn't cancel the LTDA!

A grateful member



Subject: Amazing Help and Kindness

Would you like to have picked up an 83-year-old lady at Waterloo, who thought she had booked in to a Premier Inn, reckoned it was in Southwark, but didn't know which one? What's more she hadn't brought any hotel confirmation details and had no mobile, having left it at a hotel abroad!

Well Mick took her (me) to the first likely hotel, where I left my bag in his cab whilst trying to see whether I had a booking. (I also left my debit card in the machine, preparing for payment).

After ten minutes or more of watching the receptionist trying to find a booking I went out to the cab to get my bag and pay Mick, but he said he had turned the meter off and I didn't need to worry. He would wait for as long as needed. He also said he could take me to the other Southwark Premier Inn and even offered to do so for free.

Meanwhile, Mick had also phoned his wife and asked her to check all South of the river Premier Inns to see whether any had my booking. (They didn't, as clearly I had never successfully completed the process of trying to make one online!)

By this time, I had established that my partner had arrived at the

other Southwark Premier Inn, had not found me there, and was on his way to meet me at my Premier Inn (now fully booked). At this point I did pay Mick in cash with huge thanks.

But his kindness didn't stop there. We had since managed to book a room in The Premier Inn at County Hall, and were walking down the road to get a cab there. Suddenly a cab stopped, and it was Mick. He had found my debit card still in his machine, tried to bring it back to where he last saw me, and was literally just cruising until he saw us walking down the road!

He then took us to the County Hall Hotel, and needless to say we gave him extra - to at least buy his wife a good bottle of wine!

However, I would like to thank this wonderful Cabbie more by sending him and his wife a gift. If you are allowed to tell me how to get in touch with him, do let me know.

He is an absolute credit to our 'best in the world' London taxi drivers.

Jackie Dickens

Eds note: Mick - Great work, if you're reading this please contact TAXI and we will put you in touch with this grateful passenger!





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Warranty	12 month manufacturer	12 month manufacturer	Duration of Contract	
Automatic Tip Prompt	✓	~		
Dynamic Tipping	×	Fixed Monetary Amounts Percentages Custom Amount	Fixed Monetary Amounts Percentages Custom Amount	
Colour Screen	×	V	✓	
Backlit Screen	×	S	\checkmark	
Bluetooth	Ø	Ø	✓	
Requires Smart Device	Ø	Ø	\checkmark	
Connects to Meter	×	Ø	✓	
Includes Printer	•	Ø	~	
Includes Installation	Ø	Ø		
TfL Approved	Ø	Ø	Ø	
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Making an Electric Taxi Work for You

Whether you're considering making the switch to an electric taxi or you have one and are struggling with the rising cost of charging, we've got tips to save you time and money.

Insider knowledge

he big concern for most cabbies is how, where and when will I charge the cab and will I be able to find a charge point when I need one? Here are TAXI's top tips.

......

Public charging

London has a growing network of rapid public charging points allowing you to charge up during a shift, or if you don't have access to charging at home, there will be one somewhere in your area.

TfL has a number of charging hubs around London with facilities for drivers. Lots of petrol station sites such as ESSO, MFG and Shell are also starting to install 'hubs' with multiple charge points so you shouldn't be waiting around for a charger to free up for too long. Instavolt chargers can also be handy, often found at their partners - McDonald's and Costa Coffee - car parks.

The TX charges at max 50kW so a full charge on a rapid charger takes about 35 minutes, giving you time to grab a cuppa, eat a sandwich and take a toilet break.

Finding the best price

Be warned, the price per kW for public charging varies enormously and generally speaking the faster the charger, the higher the price. Paying a premium to sit at a 350 kW charger in a TX is a complete waste of money, as the cab will still only take 50 kW and it will take the same amount of time.

There are lots of smartphone apps to help you find charge points in your vicinity and at the best rate. Zap-Map and Charge Point, both have a setting which will allow you to search for 'taxi only' chargers. (Note: with this turned off, those chargers will not be visible.) Charge Point offers the benefit of estimating pricing for specific points, which could stop you paying over the odds.

One of the most frustrating things about the public charging network is the fact that almost every charger and provider uses a different app or card, requiring you to have a login or subscription



which works differently. There are some great apps allowing you to access all (or most) of these using just one account. For example, Bonnet gives you access to more than 6,000 chargers in the UK, including ESB, Shell Recharge, Ionity and GeniePoint, all through one app and one simple invoicing process, with features designed specifically for taxi drivers.

Home charging

Keeping your vehicle charged, whilst maximising your time on the road working and limiting costs, are all key when driving an electric taxi. The best wy to achieve this is to have a home charger, if possible. That way you can control what the charge costs by choosing the appropriate tariff, with the

right home energy provider. Many providers offer a cheaper night tariff and optimising the time your cab starts charging can really save vou money.

If you are with Octopus Energy, they also provide a service known as 'Electroverse', which offers discounts on public charge point usage for when you're out and about, all paid for through your Octopus Energy account. They also have an app helping you find the nearest charge points that work with Octopus. You can filter by socket type, charging speeds and

In most instances a 3 or 3.5 kW charger is perfectly adequate for home use, although if you double a cab, a 7 kW home charger can fully charge a TX in less than four

hours. Home chargers come in all shapes and sizes and at a variety of prices, with more coming onto the market every week. Popular providers include PodPoint and

Most have a set installation fee, but some are simply bought off the shelf and you then need to find your own installer. On your own drive, it's probably more convenient to have a charger with a tethered cable, but those that require a separate cable can be cheaper, so do your research first.

If you live in a flat with a shared driveway there are grants you (if you are the freeholder) or your landlord, might be able to get to install a charger. These are administered by the Office of Zero Emission Vehicles (OZEV). Visit their website to find out more.

Peer-to-peer charging

Not everyone has a driveway, especially in London. This leaves some wondering how they could make an electric taxi work. It might seem like a non-starter but there are new options being developed all the time. Some London Boroughs and other councils are rolling out lamppost charging points, as well as residential on-street charge points. You can contact your local council to find out what they

Another option is so-called Peer-to-Peer charging, basically using other people's home charge points, offered at competitive prices. Zap-Map estimates there are roughly 400,000 chargers installed in properties and workplaces across the UK, which you can potentially access. There are apps which let you find and use points close to your home: these include Co-Charger and Just Charge. With the former, you can even book a regular slot, giving you peace of mind you'll be able to access charging when you need it. We understand Co-Charger is also developing a specific offer for taxi drivers.

If you already have a home charger, Peer-to-Peer could also be a nice way to earn some extra cash or at least to help pay your electric bills, by renting it out when you aren't using it. **TAXI**



*price excl. installation

0330 0431 353 | hello@waevcharge.co.uk | waevcharge.co.uk



The first London **Underground crash**

The London Underground is one of the busiest in the world, serving over a billion passengers annually. Thankfully it is also one of the safest rail networks too. Of course, this doesn't mean that accidents haven't occurred over the years, with the Moorgate and Bethnal Green tragedies just two examples. However, did you know that London's first Underground crash occurred on the evening of 10th August 1874, when two trains on the Metropolitan line collided in a smoky tunnel near King's Cross Station?

The accident happened when a train carrying passengers from Farringdon was heading towards King's Cross, while another empty train coming from the opposite direction was heading towards Moorgate. Visibility was poor that day due to the dense smog that had settled across the city. With the trains not equipped with any automatic braking or signalling systems, drivers were expected to rely on their experience and judgement to navigate the tunnels safely.

With the trains approaching each other, the driver of the empty train attempted to slow down by applying his brake manually, but catastrophic failure ensued and the driver was unable to slow down. Meanwhile, the driver on the other train also applied his brake, but it was too late to avoid the collision. The trains subsequently collided head-on with each other, causing extensive damage and injuring several passengers.

The aftermath of the crash saw a team of engineers and safety experts appointed to investigate the accident and make recommendations to prevent such incidents from occurring again. The investigation revealed several flaws in the design and operating procedures of the Metropolitan Line.

One of the main recommendations made was the implementation of automatic braking and signalling systems.

The legacy of the accident can be felt across the globe today, as many modern transport systems use the findings from that crash to prioritise the safety of passengers over all other considerations.

Epping Forest: a brief history

pping Forest, which is located in the north-east of London, covers an area of about 2,400 hectares and is divided into several different sections, stretching from Wanstead Flats to Coopersale in Essex. It has a rich history and is a popular haunt for hikers, conservationists and ecologists alike.

Surprisingly, the forest actually dates back to Roman times. Covering a much smaller area during that period, it was primarily used for hunting and the production of charcoal. Expansion came during the mediaeval period and was given over to royalty for the exclusive use of hunting. The forest was also used as a source of timber for the Royal Navy in the 17th century.

In the 19th century, there were concerns about the deforestation

of Epping Forest, and in the 1870s a group of local residents started campaigning for the preservation of it. The campaign was successful, and in 1878 the Epping Forest Act was passed, which made it a public open space, protected from development and encroachment.

During the 20th century, it played a key role in World War II, used by the military for training and as a base for anti-aircraft guns.

The latter half of the 20th century saw concerns about the deterioration of the area's ecology. A massive restoration project was then undertaken in the 1990s. This project involved the planting of thousands of trees, the removal of invasive species, and the creation of new habitats for wildlife.

Today, Epping Forest is home to a number of rare and endangered species, including the stag beetle and the silver-studded blue butterfly.

SO YOU THINK YOU KNOW

LONDON?



Postman's Park

any a Knowledge boy or girl has been asked Many a Knowledge boy of Shiring Selection and Associated Postman's Park by an examiner, it is one of the go-to points. Did you know that the park has rather grim origins which have very little to do with the postal service?

The park, which is situated between King Edward Street and St Martin's Le Grand, began life as a burial site for St. Botolph's Aldersgate Church. With Cholera taking a stranglehold on London in the 1830s and 40s, the site became heavily overcrowded. In fact, the sheer weight of numbers dictated that many of the bodies were left on the ground and

covered in soil instead of buried in the ground, which in turn rendered it a breeding ground for disease.

With the passing of the Burials Act in 1851, which prevented new burials in built-up areas of London, the site was converted into a park a few years later. The reason for the park's name stems from the General Post Office's headquarters and sorting office being situated by the park, and became a popular lunchtime spot for

In 1900, the park became the location for George Frederic Watts's Memorial to Heroic Self-Sacrifice, a tribute to ordinary people who died while saving the lives of others and who might otherwise be forgotten. This memorial was in the form of a series of plaques or tablets with the names of some of those heroes on them. There is now an app, The Everyday Heroes of Postman's Park, which has more information on each of the people commemorated here.



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A Passage Through Time: Covent Garden

We now arrive in the location of Covent Garden; a place that is immersed in a rich tapestry of history.



inspired to build in the Palladio style and put this into practice on the new estate in Covent Garden. The Piazza The Piazza was built in 1633 and took four years to complete. Jones,

Jones. The King was a man of taste who believed the capital should evolve and new structures should have avant garde designs. Jones was a renaissance man who had studied architecture in Italy, influenced by the classical architect Andrea Palladio, On his return to London, Jones was

its architect, had certainly created interest from the general public. His contemporary building scheme was admired by some

and castigated by others. An open square

and ground floor with

fronting a rusticated

basements below,

arcade.'

surrounded by grand houses, with a church at the western end, was a new concept which had never been seen before. Jones had replicated the Italian Renaissance designs of origin

right here, in a small quarter of London, with a window into a little piece of Tuscany.

Each of the 17 porticoed residences in the Piazza had a mezzanine and ground floor with basements below, fronting a rusticated arcade. The lavish houses were meant to attract the good and the great. Unfortunately, the English Civil War had intervened in 1642, which deterred the Earl's prospective tenants. It was not a time to sign leases on new houses, which stagnated full occupancy of the properties from the intended clientele. As the hostilities of the war came to a conclusion, many actors, writers and artists moved in. Covent Garden became a place for creative dreamers to make their works of art a reality. **TAXI**

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

Footprints and foundations

oday, Covent Garden is a cosmopolitan environ that attracts visitors to its central area, the Piazza. This is a consumer heartland where shops, market stalls, restaurants and street entertainers dominate.

The old wholesale fruit and flower market buildings, once derelict, were remodelled in the 1990s. Thankfully, the heritage of this structure has survived for posterity. This locality of London is no different to other districts in the capital. The social history of affluence and decadence are all too familiar to this neighbourhood. So let us begin our perambulation through these ancient thoroughfares and revisit Covent Garden's illustrious past.

Early beginnings

In the 12th century the Church was a powerful influence that owned land and property in the capital. In present day, the Church Commissioners are still in control of many London estates as landlords. The terrain in this domain was under the ownership of Bishops of Westminster Abbey.

Indeed, the location of the Piazza was once a religious precinct known as the Convent Garden. A religious house of God stood due north of the Piazza where James Street is located. The nuns took their vows seriously and worked amongst the population offering salvation to the impoverished. These holy women were extremely dextrous, they toiled the land and grew herbs, fruit and vegetables. These early foundations were a prelude to the place we know today as Covent Garden.

The Dukes of Bedford

The development of the capital was instigated by the landowners of London. These landed families have owned huge tracts of the capital for many centuries. Their names are synonymous with street signs which you drive past on your daily work routine. The Grosvenors, Portlands, Berkeleys and Bedfords turned their former



greenfields into ornate terraces of grand houses. The Dukes of Bedford are responsible for laying the foundations of

Covent Garden. The third Earl of Bedford, Edward Russell, built a new family home on his Covent Garden estate. It stood facing the Strand (where Southampton Street is situated). At the rear of the house a huge garden existed. The greenery's perimeters were encapsulated by Long Acre to the north, Maiden Lane to the south, Bedford Street to the west and Catherine Street to the east.

The blueprint

It was within these twenty acres that London's first planned urban suburb was constructed. Edward Russell thus began the commercial development of the northern part of his estate. His son, the fourth Earl Francis Russell, was instrumental in driving the ambitious building plan to its completion. Two important individuals were required to formulate the building plan: King Charles I (1629-1649) who unfortunately had his head chopped off after the Civil War, and the renowned architect Inigo

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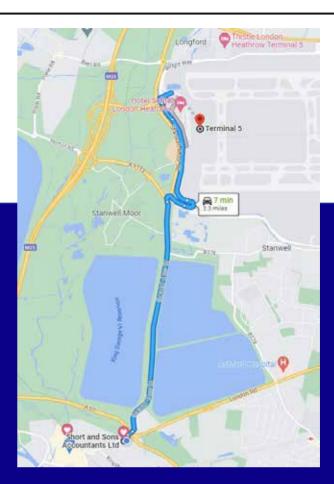




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Blast from the Past

It was in good nick, drove well, and reminded me of how the Metrocab could have been the cab that outsold both the Fairway and the TX4. It wasn't to be...

Cab you drive

had a trip down memory lane last week. Coming back from delivering a decent Euro V Vito to an out-of-town driver, I got a cab at the station to take me home. Nothing unusual in that, except the cab I got. It was not a TX4, Vito, Dynamo or a TXE, it was London's last licensed **Metrocab!**

It was on a 2005 plate and has been converted to LPG, hence the 20-year age limit. I actually knew the cab and its history. It had been one of the last TTT Metrocabs built and for some reason had never been registered or licensed. It was discovered and bought by one of the trade's legends, unfortunately no longer with us, 'Peterborough' Eddie Lambert. Eddie then waged a war with TfL to get it licensed. TfL eventually conceded, and the cab was licensed for London.

It was in good nick, drove well, and reminded me of how the Metrocab could have been the cab that outsold both the Fairway and the TX4, but it was launched too early. Reliability and service problems caused



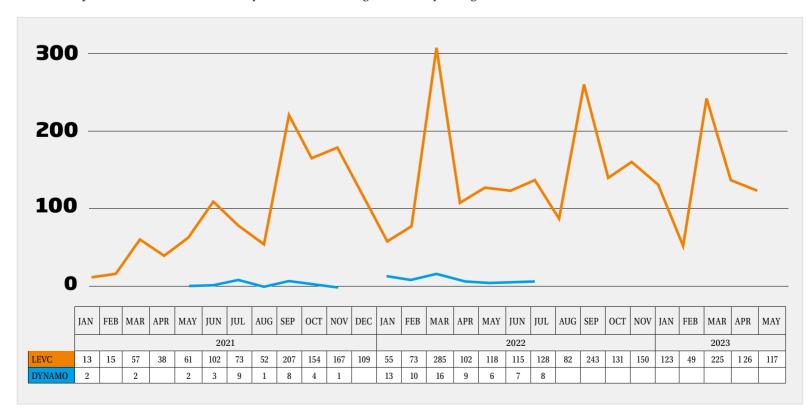
its first demise. Despite several attempts to resurrect it - in several forms - it could never quite shake its poor reliability image and it eventually went under for the last time. The irony is that the final version, the Toyota powered TTT, was the best ever. It was light years ahead of the TX1 and then the TX2, but it was too little, too late.

Turning back to the current market, prices are holding but there is an increase in supply of early TXEs. Above average

mileage ones can now be had for mid-£30,000s, which is only £10k above what the late Euro VI diesels are fetching. I know what I would rather drive!

New cab sales for May stood at 117, only one below last May's all-time record, and still 50 more than the bestselling May ever for the TX4. What this means is that supply of pre-owned TXEs must increase eventually and prices will stabilise, although how long that will take is anyone's guess! TAXI

NISSAN	1
DYNAMO	180
LEVC	6,908
METROCAB	1
TX1	2
TX2	71
TX4	5,539
VITO	2,429
TOTAL	15,131



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What's on? WEST END

Charlotte rounds up this month's top London shows to recommend to your passengers.

Under the spotlight



Operation Mincemeat - Fortune Theatre

When a play has its run extended three times due to demand for tickets, there's a good chance it's an excellent play. But the proof is in the pudding, especially with a show with such a unique-sounding flavour. Operation Mincemeat was a successful British deception operation during WWII to disguise the allied invasion of Sicily, using a dead body - dressed up as a Royal Marines Officer - equipped with fictitious correspondence with fake plans. The charming enough British film of 2022, starring Colin Firth and Matthew McFadden, felt a natural fit. But a stage show musical on the West End? Well, that would turn out to be nothing short of glorious. Performed by a company of five actors, several of whom are the show's writers and creators; the play is a triumphant vaudevillian-esque spoof of upper-class toffs who think they know everything as they declare it in one of its standout numbers in Born To Lead. The cast take on numerous roles; a testament to their skill is how each one is carefully and distinctly characterised. A delight from start to finish, packed full of laughs and foot-tapping tunes.

 $\star\star\star\star\star$

Operation Mincemeat runs until 23rd September.

Other must-sees:

- The Wizard of Oz London Palladium until 3rd September An all-star cast takes on this classical musical with Jason Manford, Ashley Banjo and Gary Wilmot as the latest to walk the Yellow Brick Road.
- The Pillowman Duke Of York's Theatre until 2nd September

Martin McDonagh's darkly funny play about life imitating art in a totalitarian state returns, starring Lily Allen, Steve Pemberton and Paul Kaye.

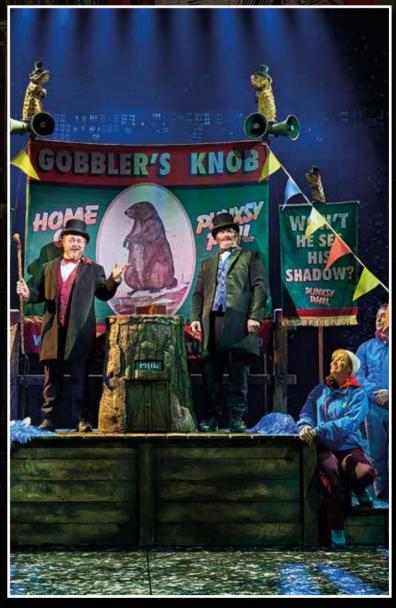
■ Brokeback Mountain - Soho Place - until 12th August
The world debut of the theatrical adaptation of the 2005 film of
the same name, starring Mike Faist and Lucas Hedges.

Groundhog Day - Old Vic 🔱

Another surprising adaptation, based on the 1993 film starring Bill Murray as Phil, a jaded weatherman stuck repeating the same day (for an estimated 33 years and 50 days no less) doesn't scream 'get on a stage!' and yet, with music & lyrics by comedian superstar Tim Minchin, it becomes a must-see. Having made its World Premiere at the Old Vic in 2016, it's a triumphant return for the much-loved show. Andy Karl also returns in the lead role, which earned him an Olivier Award, and is a delight to watch as his character transforms from cynical curmudgeon to a man who embraces the world and all within it.

Tanisha Spring is excellent as Phil's producer, Rita, a romantic who patiently yearns for more; a sentiment baffling to the act-now-feel-never nature of its lead. Their interactions, both in song and dialogue, serve as the heart of the show and the truest reminder that to stay open to the world, the good and the bad can be bitterly difficult but truly rewarding. A profound, sublime performance.

Groundhog Day runs until 19th August.



20



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Taxi Charity Visits Normandy for D-Day Celebrations (Part Two)

In June, volunteer cabbies took veterans to Normandy for the 79th anniversary. Chairman Brian Heffernan filled us in on what else went on.

TAXI Tell us about the memorial itself.

On 6th June we were honoured to attend the memorial service at the Commonwealth War Graves Cemetery, at Ranville. This is a very important day for our veterans and we should never underestimate the huge emotional impact, standing shoulder to shoulder with those who were part of D-Day, has on our volunteer drivers too.

TAXI Were there any other highlights of the day?

In the afternoon there is an International Service at the beautiful British Normandy Memorial which sits proudly above Gold Beach. This year, the Taxi Charity was asked to assist getting WWII veterans Ken Benbow, 97, and Stuart Taylor, 100, from the Preston area, to the afternoon service.

We were very proud to be part of a collaboration between BAE Systems and Central Lancashire Armed Forces Veterans Association which flew Ken and Stuart from Warton Aerodrome, Lancashire, to Carpiquet Airport, Caen.

TAXI Tell us more about this unique flight.

As well as the veterans, the special flight carried David Waters, Central Lancashire Armed Forces Veterans Association, as well as David Holmes and Rachael Gordon from BAE Systems. To see the flight coming into Carpiquet Airport and taxiing to a stand adjacent to the aircrafts that French President Macron and Ben Wallace, the British Minister of Defence had used that day was a great moment. When it landed at Caen Carpiquet, Simon Hawes and I drove the passengers to the British Normandy Memorial with the help of a team of outriders. Ken and Ben were justly treated like VIPs, thrilled to be part of this project to allow them to participate in this important event.

TAXI How're things shaping up for the next celebration?

Next year will be the 80th anniversary of D-Day and the Taxi Charity is already making plans. As a small, niche charity which



From left: Steven Rathbone, Rachael Gordon, Ken Benbow, Stuart Taylor, David Holmes and David Waters.



Taxi Charity volunteers pick up veterans at Caen airport.





WWII Veteran Stuart Taylor.

relies totally on the goodwill of cab drivers who give their time and to those who support us with donations, we thank you all.



www.justgiving. com/campaign/ taxicharity75for75



Brian Heffernan and Simon Hawes with Ken and Stuart.

www.taxicharity.org



One poignant moment which highlights the relationships that build between volunteers and veterans happened when we visited Sword Beach on the final day.

Roy Smith had come in on a Landing Craft some days after D-Day, and had shared with cabbie Micky Harris that he had always felt guilty he had not got his feet wet that day.

Without hesitation, Micky dragged Roy's wheelchair down to the sea and, some 79 years later, Roy finally got his feet wet and the guilt lifted.

The moment was caught on camera, with the Taxi Charity tweet viewed over 56,000 times.

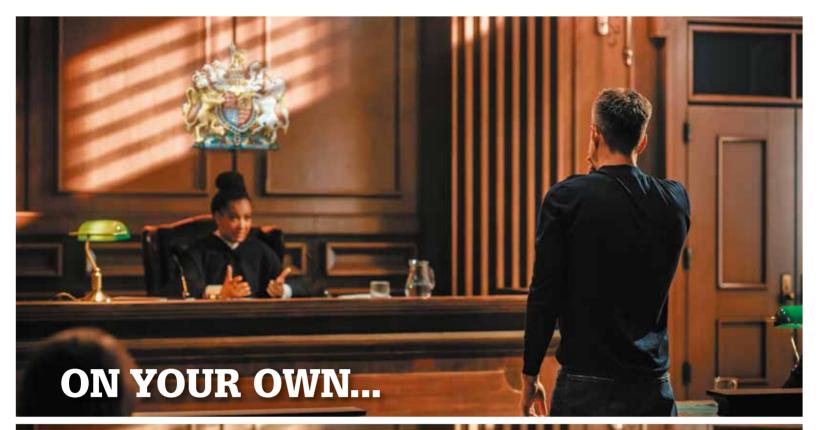
Sadly, Roy died on 23rd June. His grandson, Phil Harvey, said, "My family cannot thank the Taxi Charity enough for what they did for my grandfather. He truly found peace through their kind actions. I have taken him to many events in recent years, but when he came back from your trip to Normandy, I truly saw a difference. The ghosts had been laid to rest and that is down to your actions."

About the Taxi Charity for Military Veterans

campaign to raise £75,000 in its anniversary year.

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





Even the most experienced London taxi drivers can find themselves in legal trouble, and with the law constantly changing, it's easy to get caught out.

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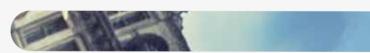


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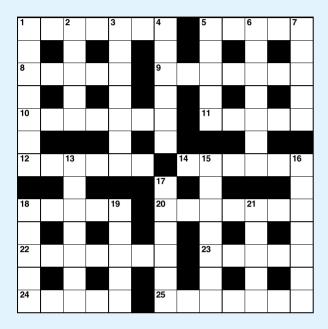






Puzzler Page

Crossword



ACROSS

- 1 Finds (7)
- 5 Rough estimate (5)
- 8 Welsh name for Wales (5)
- 9 Give up (7)
- 10 Performed (7)
- 11 Views, surveys (5)
- 12 Wanderers (6)
- 14 Professional hostess of Japan (6)
- 18 Cowboy's looped rope (5)
- 20 Lean and bony (7)
- 22 Cookery (7)
- 23 Glossy celebrity magazine (5)
- 24 Worker in stone (5)
- 25 Be enough for (7)

DOWN

- 1 Book-stand (7)
- 2 Punctuation mark (5)
- 3 Banked on (7)
- 4 Jagged pieces of glass (6)
- 5 Urges on, prods (5)
- 6 Captivates (7)
- 7 Trills, warbles (5)
- 13 Inlaid designs (7)
- 15 Audibility distance (7)
- 16 Person unspecified (7)
- 17 Company's possessions (6)
- 18 Doctor's deputy (5)
- 19 'Hunter' constellation (5)
- 21 Abnormal plant growths (5)

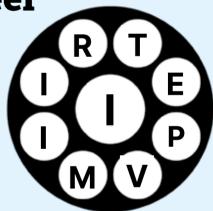
Sudoku

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.

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

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.

1	^ 3

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- All de-commissioned good quality TX4s wanted. Instant decision, cash paid. We come to you. Also white TX4 elegance wanted 07973 335739
- All cabs wanted, we come to you, top prices paid, cash/ bank transfer,

instant decision, finance settled, nonrunners or sell & rent back, Taxi's available to rent. call 07956317300

CABS FOR RENT

- TXEs black no ads, Camden area ring Steve 07976729033
- 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
- VNK Motors -Electric cabs LEVCs & TX4s for rent, from £225 upwards per week. Full back up, Caledonia Road, North London area, breakdown

service, overhauls, running repairs & body work. Also Looking for a taxi mechanic 0207 700 1045 or 07951 661430 – Nick.

- Euro5&6 vitos for rent, full backup, prices starting from £200 please call 07956211478
- TXEs for hire, no ads 07980288333
- TXEs, TX4s and vitos available from £230 per week contact Sabri 07958973944
- All vitos and TX4s for rent, full back up, starting from £200 based in East London 07872504604





Loren Wedderburn



Loren@centuryone.uk



01727 739 184



29

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? (plea	ase tick) Yes No			
If Yes how many points do you have?				
Please tick if you DO NOT wish to receive information from the L	TDA and other related organisations in the future?			
I understand that my application for membership of the Association this is confirmed I am not eligible to vote in relation to any form of Asmembership shall be at the discretion of the Council of Managemer Please note: We do not provide assistance for any matters the Signed.	ssociation matters. I agree that all benefits prior to approval of nt. at have occurred prior to you joining LTDA.			
LTDA Docio Divost Dobit Instructions	TWO MONTHS FREE FOR FIRST TIME JOINERS			
LTDA Basic Direct Debit Instructions	Service User Number 9 1 4 4 2 8 For Office use only			
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	1 Please write the name and full postal address of your branch in the box (left)			
To the Manager of	2 Name of account holder			
	3 Account number			
Bank/Building Society Address	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:





Lovey Dove

I am a sucker for a bit of romance, and I see plenty of it in the back of the cab...

A woman of words

he other day I picked up a couple in Sloane Square who must have been well into their 80s. He helped her into the back of the cab, then turned to haul him in to join her. They both had dodgy knees that were going off like firecrackers. He fixed her seat belt and checked if she was comfortable. She wanted to know if he needed the bottle of water from her bag, and once they were all settled in, he gave her a big smackeroo on her cheek. And they held hands all the way to the Royal Albert Hall.

Later that day, on the south side of Blackfriars Bridge, I picked up a frisky middle-aged pair (I'd guess married but not to one another) who were playing tonsil tennis

on the back seat. If it hadn't been for their seatbelts this pair of love birds - or should that be lust birds would have ended up on the floor of the cab, minus their underwear, so was only too delighted to drop them off at Waterloo.

Love has been in the air at Meg Towers as well this week, because something special arrived in the post. A mystery package a bit bigger than a shoe box. I was snaffling my Dorset soft fruity muesli at the time (it's the sort of cereal that I can suck and doesn't splinter my teeth) when Mr. Meg decided to cut open the package. I'd got in at 2am after an airport run, so I was watching proceedings with one eye shut.

Suddenly, the circus came to town! Mr. Meg cut the tape and a plastic dove on a spring burst out. Its wings started to flap, the eyes were flashing red, and it began to screech the tune to Love and Marriage.



Then it pumped out silver and gold confetti into our astonished faces.

Mr. Meg was in shock. He reeled back and put his hand on the top of the hot toaster and screamed. I tipped soft fruity muesli down the front of my new M&S gipsy style top.

"What the ducking duck?" yelled Mr. Meg. Only he didn't use the word duck or ducking.

This contraption turned out to be an all singing, all flying, all spurting battery-operated wedding invitation, sent from a second cousin's daughter.

When I realised this, I got a bit excited. With an invite like that the wedding would have to be in

some 5-star location somewhere exotic. This was surely going to be the most extravagant wedding since the Beckham-Peltz production in Palm Springs.

I dug out the card inside the box which asked us to join the happy couple at their wedding in a community hall in Leytonstone. They helpfully suggested we leave cars, watches, jewellery and designer bags at home because of high crime in the area.

Oh, and there was a reminder in capital letters that the reception was bring your own booze.

I guess their hospitality budget went on the all singing, all dancing dove in a box. Don't you just dove

GUESS



LTDA

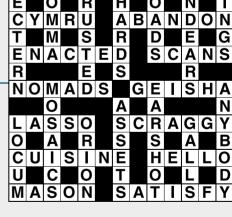
- A1 Taxis, Melody Lane, Highbury, N5 Abacus Accounts, Southbrook Road, Lee, SE12
- Astral Café, Regency Place, SW1
 Bubbles Car Wash, E2
- C & S Taxis, Dunbridge Street, E2
- Cabsurance, Seven KingsCamberfield Taxi Services
- Computer Cab, Mitre Way, W12
- Coney Allen, Dunbridge Street, E1
- CP Beehive 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



Crossword

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OCATES

Sudoku

Wordwheel

SOLUTION: PRIMITIVE

All words: Emir, emit, item, merit, mire, mite, mitre, permit, pier, prim, prime, privet, remit, rime, ripe, rite, rivet, tier, time, timer, tire, trim, trip, tripe, viper, PRIMITIVE.

Word targets: Excellent: 23, Good: 19, Target: 14, Kids: 9

Futoshiki

3

2 5

5 1 3

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