

COVER STORY

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THE INFAMOUS FAIRYLAND ARCADE

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ANNIVERSARY OF OPERATION
MARKET GARDEN

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TAXI

10th October 2023 #551

CABS ACROSS BANK



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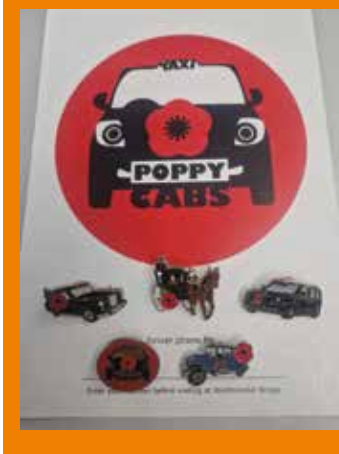
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POPPY CAB BADGES ARE BACK

Poppy Cabs Badges 2023 are now available to purchase. You can pick one up from reception in Taxi House for a minimum donation of £5 per badge. If you are interested in helping sell badges or want to get involved, you can email mike@mikehughes.org.uk or poppycab@virginmedia.com.



PRIVATE PARKING FINES ON THE RISE

Private firms issued a record 11.1 million parking fines in 2022/23, a whopping 30,400 parking tickets a day, according to analysis of DVLA data by the PA news agency and RAC Foundation. This represents a 29% annual increase, with the number of tickets issued up from 8.6 million during the previous year. The research estimates that with each ticket involving a fine of up to £100, the annual cost to drivers could exceed £1.1 billion. In 2022, the Government tried to introduce a new code of conduct for private parking companies, to clamp down on unfair practices, but faced a legal challenge from the sector, which saw the Code withdraw. Now, the Government is holding a new call for evidence, seeking views on proposals for a new code of conduct and gathering evidence to support it. In the meantime, be careful where you park your cab!



SCOOTER TRIAL ENTERS NEW PHASE

TfL and London Councils have launched the next phase of London's rental e-scooter trial with operators Dott, Lime and Voi selected to deliver it over the summer following a competitive procurement process. The selection process focused on the operator's ability to "meet strict safety requirements and high operating standards". This phase will be used to gather more data and they will also trial new technologies to address common concerns around scooter use including, "AI to improve parking compliance" and "exploring the use of pavement riding detection technology and audible vehicle alerts". The trial will run until May 2024, with new transport legislation then expected, which would include e-scooters as a vehicle category, making these rentable e-scooters a permanent fixture on our roads, when not dumped on our pavements that is.



SAVE THE PADDINGTON RAILWAY CLUB

The Paddington Railway Club is raising funds for much-needed refurbishment works, as it struggles to attract new members and keep the club going. Still struggling to make ends meet in the wake of Covid-19 and the lockdowns, the Club located on Chepstow Road, Paddington, is hoping to revamp the exterior to make it more welcoming and "take it into the future for the next generation".

The majority of the labour for the refurb will be done for free, by tradesmen who are club members, keeping the costs low, but they are looking to raise funds for materials to help make it at more attractive and appealing place to visit.

The club originates from 1913, when cabbies working at Paddington Railway Station purchased the freehold, wanting to create a place to socialize and relax. It's been serving the local community for over a hundred years and has become a well-known community hub for people living and working in the area. If you would like to support the Club and help keep it running, you can do so via the gofund me page here: <https://gofund.me/bd9c4462>

SINGING CABBIE SWINGS AGAIN

London's singing cabbie, Aiden Kent, performs the hits of 'Yesteryear' with an act that the Stage newspaper described as "engaging, witty, charming and above all a fabulous voice!" Aiden will be performing in two shows later this month. Don't miss out get your tickets today!

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Changing Politics & Rapaid to the Rescue

These packs literally are lifesavers. The scheme clearly shows our commitment to helping our community and cements our place as London's Fourth emergency service!

Steve's comment

There's been a lot going on in the world of politics at the national and London level over the last couple of weeks, which could impact our trade. Some of it has been positive and for others we will have to wait and see how things play out.

Plan for drivers

We've heard a lot from a suddenly very active government, clearly with an eye now firmly on the General Election next year, looking to end 'the war on motorists' with the 'plan for drivers' designed "to improve the experience of driving and services provided for motorists." This sets out how the Government will look to stop "over zealous" traffic enforcement, reviewing guidance on 20mph speed limits in England to prevent their blanket use in areas where the Government says it's not appropriate, as well as changing guidance on Low Traffic Neighbourhoods (LTNs) to focus on local consent and new technology to simplify parking payments.

It all sounds good in principle, but it remains to be seen whether any of this has any teeth or will actually make a difference, as the majority of the decisions are still made at the local level. At the very least, it seems the tide is finally turning and there is recognition that things have gone too far. Of course our point is always that taxis are not cars, they are a vital part of the public transport network and should be treated differently and given the access we need to provide an effective service.

Taxi grants

The other issue raising concern at the moment is the fact that the taxi plug-in grant, the £7,500 grant taken off the price of a new electric taxi is only currently guaranteed until 2024. With the Government pushing back the date for ending the sale of diesel and petrol cars, there is concern that this grant could not be



continued. We are making sure key decisionmakers understand the importance of this grant for our industry and what would likely happen if it was withdrawn. We've made a submission to the Treasury ahead of the Autumn Statement, written to the Ministers leading on Net Zero and transport decarbonisation and we are speaking to contacts at the Office for Zero Emission Vehicles and Number 10. It's vital that they continue to support hardworking drivers who are investing in these expensive vehicles and doing their part to help clean up our air.

London Mayoral race

In London, Susan Hall is gaining on the incumbent, Mayor of London, Sadiq Khan. A poll at the end of September put her just three points behind. It's looking like it could be a closer race than expected. There have also been suggestions that if Jeremy Corbyn enters the contest, as he is supposedly considering doing, that he could split the Labour vote, potentially benefiting Hall.

Over the next few months, I am meeting with all the candidates to find out more about their platforms, what they would do to support our trade and their wider policies. I will keep you updated.

Conditions of Fitness

In the last issue, you may have seen the results of our members survey on a possible review of

the conditions of fitness (CoF) which determine what vehicles could be licensed as a taxi. The responses were massively in favour of retaining the turning circle, the partition, and the iconic 'taxi' look. At a recent trade reps meeting with TfL managers, the subject was debated extensively. One of the other trade groups had also surveyed their members, with almost identical results to our survey. With only one exception, all the trade groups were in support of retaining the current CoF at this time, and TfL confirmed that there are no plans to review them.

Rapaid to the rescue

I wasn't in the slightest bit surprised to learn that police officers attending a recent accident at King's Cross, had run over to the rank, grabbed an emergency Rapaid trauma pack from a cabbie displaying the Rapaid sticker and used the military grade pressure bandages



Rapaid Founder, Alex Chivers handing the 1000th bandage pack to cabbie, Lisa Seymour.

to help someone. There was also a recent report of a driver using one of the Rapaid bandages to stem the blood flow from a serious head injury to a lady, who had been in a collision.

These packs literally are lifesavers, and with over 1000 cabs now carrying them, the scheme clearly shows our commitment to helping our community and cements our place as London's Fourth emergency service!

Rapaid have been handing out packs at ranks, cabbie watering holes and the Heathrow Taxi Feeder Park over the last few months. They will be doing more soon as they look to achieve their target of getting the first 2000 in London's black cabs, so keep an eye out for the team.

LTDA

Reminder

We are still experiencing a deluge of Single Justice Procedure Notices (SJPNs) usually because members have accepted and paid a £100 conditional offer but have not filled in the separate driving licence details form and posted it to the Southend address. Remember, if you get a conditional offer and have any questions or doubts, please call us or pop into Taxi House if you are close.

LTDA



Unsurprising Objections & Cabs Across Bank

There are many politicians in the City supporting the campaign for taxi access to Bank Junction, but it's down to all of us to get them the evidence they need to make it happen.

Top rank

In a move that sees common sense returning to some of London's town halls, Tower Hamlets, has followed other councils like Brent and Ealing, and made the decision to remove the majority of LTNs.

Outrage

Of course, not everyone was pleased with this, but what had to be the funniest most ironic tweet/statement came from your 'friend' and mine, Wee Willy. To summarise, Walking and Cycling Commissioner, Will Norman, cried, 'it's outrageous, they've ignored the consultation responses.' I bet he even said it with a straight face.

Firstly, as I'm sure you

surmised, a significant amount of said consultation responses were from the usual well organised interest groups (cyclists), rather than the locals, who elected the new Mayor, based on the election promise that he would do just this and remove the LTNs, clearly demonstrating their support. More importantly, how shameless is the man, who will say, 'it's only a consultation, not a referendum', when it suits his argument, but then feign outrage when he thinks others have done the same.

Beggar's belief

It's no surprise though. This is just the latest example of City Hall seemingly ignoring anything that doesn't fit its own agenda, regardless of the facts. Just look at the Mayor's recent comments about pollution on the underground, which he characterises as 'dust, yes dust,



to be clear it's just dust, and just in case you missed it, it's dust. He has repeatedly argued that there is a big difference between the pollution above ground and what's going on in the Underground, yet a recent report showed that levels of particulate matter in the air on the Tube are much higher than in the general outside environment in the city. It seems he believes, like a lot of politicians, that if he says something often enough, then he

can make us believe him.

This is also the same City Hall, which reportedly wanted reports rewritten to more closely align with, and support their narrative, rather than the unvarnished facts being given to the general public, who they are supposed to serve. How can these same people criticise the decision of a democratically elected Mayor, clearly elected on a mandate to scrap LTNs...it truly beggar's belief.



C.A.B

As most readers will be aware, at the LTDA, we've been fighting for taxi access to be restored to Bank Junction since the first restrictions were introduced. Most recently, we had been supporting calls from within the City of London Corporation for a review of the current restrictions, with a view to taxi access being reinstated.

Eighteen months on, the City of London Corporation officers have once again kicked the can down the road, delaying any decision on the grounds that they didn't have all the information needed to model options for changing the restrictions (i.e. giving taxis access) and delaying any decision until further work could be carried out. They have repeatedly told us that there "isn't a clear case for change", refusing to acknowledge the many issues being caused by the restrictions for local businesses, passengers with accessibility needs, tourists and other visitors, not to mention hard working cabbies trying to do their jobs.

We are continuing to work with politicians within the City, who strongly support taxi access to help them push for change and working with the London Chamber of Commerce and others to demonstrate the impact on local businesses and ours, and the pressing need for taxi access to be restored.

The Worshipful Company of Hackney Carriage Drivers has

also been working on this issue for many years. Through their newly launched *Cabs Across Bank* campaign, working with Councilmen and Aldermen, they are looking to gather as much evidence of the problems being caused by the restrictions and demand for change from members of the public, local businesses and specifically from taxi users. There is significant support within the Corporation for the campaign. We are doing all we can to support this, including encouraging LTDA members and all cabbies out there to respond and crucially to get their passengers, family members and anyone else affected by the current restrictions, to do so as well.

How can you help?

• Show the poster on the next page to your passengers and encourage them to scan the QR code to find out more.

• Explain to passengers why access across Bank Junction and other restricted streets in the City of London is important to you and why it will help bring cabs back into the City.

• Ask your passenger to email CabsAcrossBank@gmail.com with brief details of who they are and why they support Black Cab access across Bank Junction and how the restrictions have impacted them.

The more responses and evidence we can help them gather, the stronger case we will have to get taxi access restored. There is a strong, influential group of people pushing for the change we want to see from inside the City of London, but it's down to all of us to get them the evidence they need to make it happen.

Please encourage your passengers to support the campaign, even if you aren't working in the City, taxi access is something that all cabbies and taxi passengers should care about. ■ LTDA

FULL STREET ACCESS FOR LICENSED TAXIS IN THE CITY OF LONDON

CABS ACROSS BANK

Visit the website:

www.CabsAcrossBank.London

Or scan the QR code



CAB believes that Licensed Hackney Carriages (also popularly known as "Black Cabs") should be able to go where buses go.

Cabs Across Bank (CAB) is campaigning for Licensed Hackney Carriages to have access across Bank Junction and other currently restricted streets in the City of London 24 hours a day, 7 days a week, 365 days a year – 24/7/365.

CAB would like to see similar restrictions lifted elsewhere across London.

Black Cabs are an integral part of London's public transport system and lifting restrictions is important:

- **For accessibility** – to provide access everywhere for those with mobility challenges
- **For safety** – to ensure they are available across London all hours to ensure safety of women or vulnerable users
- **For tourism and hospitality** – Black Cabs are world-renowned for being safe and trusted by visitors to London
- **For businesses** – who rely on Black Cabs for fast, readily available transport. A reason that businesses choose the City and Central London to have offices

With some 50% now all electric, Black Cabs are also an **environmentally friendly** form of transport.

Please support the Black Cab trade by emailing your support and why you want unrestricted access for Black Cabs to Cabs Across Bank:

Email: CabsAcrossBank@gmail.com



Know Your Limits

In all three of these cases, cabbies had made an error with the first date of registration and had not tied that up to the last plate date, meaning they were a year out on their age limit.



Ones to Watch

Victoria Street / Palace Street
Westminster Council seem to be taking a huge amount of money off cabbies, who unfortunately get caught in this yellow box junction. Most instances I see are when the cabbie is turning right out of Palace Street. Just to remind you, the rules are that you can not enter the box, unless you can exit it. As I've said many times, all PCNs are appealable and if you get one, please call the LTDA and we can see if we have grounds for appeal.

Harrods

I am still getting lots of calls for ranking on the zig zags on Brompton Road. Most of us get done when we think the ranks is moving. £80 a time is a gamble not worth taking. **LTDA**

On Point

I've written before about taxi age limits, but after speaking with three cabbies lately, who had all ended up getting their dates wrong and effectively missing out on the final year of their cab's life, I feel the need to remind everybody what the rules are.

Your taxi's age limit

Firstly, let me point out that of the many disgraceful acts that our trade has had to suffer in recent years, I personally believe the drop in the age limit is the worst.

In all three of these cases, the cabbies had made an error with the first date of registration and had not tied that up to the last plate date.

Such confusion has not been helped by TfL extending cab licences by six months during Covid, when the test centres were closed.

TfL has not offered the drivers in question any mitigation. They say that once the cab has passed its eleventh birthday, they are not going to let that cab be tested. They argue that there is an age limit calculator on the TfL website, which makes it clear when cabs will need to come off the road, but mistakes still happen.

In one of these cases, TfL had allowed the cabbie to book an appointment and took his money, when the test date was four days past his cab's eleventh birthday. He turned up at the required time only to be told they would not test the cab. I have written to TfL complaining about how this was allowed to happen, as surely all the cab's info would have come up in

front of them when they entered the registration number, so why didn't they tell him not to book that date?

This message is really a reminder for cabbies with 12,13 and 14 reg

Euro 3, 4 and 5 cabs, as it will affect you all soon. Please do not hesitate in calling the LTDA to make sure you get the hundred percent correct advice, if you have a cab of this age.

Great gifts for cabbies

I recently became aware of a small business making great memorabilia for cabbies and I decided to get myself a little reminder of the hard work that went into getting my badge and the pride that I know all cabbies feel when we receive it. *Topper the Cake* is run by the wife of a fellow cabbie, offering a personalised taxi badge and black taxi made from acrylic presented in a frame.

These would make a great gift for any cab driver, whether as a Christmas present, passing out or retirement gift. I am still deciding whether to keep mine or give it to my mum, who I know would display it proudly on her mantelpiece. Take a look on their online shop <https://www.etsy.com/shop/topperthecakestore/?etsrc=sdt> or at *topperthecake* on Instagram.



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The Mobility Super App

WE'VE GOT YOU COVERED

WE'VE PARTNERED WITH **ONSI** TO PROVIDE ALL **FREENOW** BLACK CAB DRIVERS ACCESS TO A UNIQUE INSURANCE PACKAGE AND EVERYDAY SAVINGS

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- ✓ **COMPASSIONATE AND PARENTAL LEAVE**
- ✓ **FOOD AND FUEL DISCOUNTS**
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Refer to page 9 for more details



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DRIVE WITH FREENOW



The Knowledge Meritocracy

Doing the Knowledge is still a way for anyone, from any background to graft hard and get something back – a little bit of independence, and hopefully what is still a good job.

M4 musings

Meritocracy has had a bad rap in recent years. For cabbies, it's straightforward, we work hard to learn all the runs, streets and points, go through all the pressure of appearances and in the end, hopefully qualify to be a London Taxi driver and get our Badge.

Hard work rewarded

Leaving aside well-rehearsed arguments about the extent of priority, we actually receive for this enormous investment, it's hard to find a better example of a meritocratic process. For us, the Knowledge of London (KoL) does what it says on the tin. It's difficult, you have to work hard, but it teaches you to do the job. But recently it seems, the 'commentariat' have turned against the idea of being rewarded for hard work.

The line goes that only the wealthy can afford to hire extra tutors for little Oscar and Cressida to make sure they get the top marks in the Oxbridge exams, and that this is terribly unfair. Instead, they argue we should all be educated at state-run Polytechnics to exactly the same standard and no more or



less, or something like that.

Anyway, if you ask me, it's important we guard our little bit of meritocracy. Doing the Knowledge is still a way for anyone, from any background to graft hard and get something back – a little bit of independence, and hopefully what is still a good job.

Long may it continue.

Cough & splutter

Seems like it's another one of those times of year when everyone's got a cold. Not so long ago, the vaguest sniffle would have you confined to your home for ten days, and people were diving out of each other's way on the pavement.

I also remember predictions that workers would never return

to offices. I was always sceptical of this. It's true that there has been an increase in what is now called 'hybrid working', but certain jobs lend themselves to working from home, and others don't. This was the case well before the pandemic.

Many businesses have now gone off work from home and insisted that employees come in for at least three days a week. Colleagues tell me that Monday and Friday are much quieter than Tuesday to Thursday at Waterloo Station – funny that!

London always was, and still is, an enormously attractive and vibrant place to do business. A trip through the city at 5pm any day of the week shows there are tons of people on the street, just as many as before the pandemic, and guess what, quite a few of them want to take a taxi!

the clock during the game and making 80 minutes a 'hard' ending, with one important caveat: the team in possession of the ball at 80 minutes gets to continue until the ball is lost or goes out of play, creating a final opportunity to score, which makes for a lot of exciting endings. It's a good innovation.

But in football, there are tangible objections as well. Travelling fans will notice, checking watches anxiously to see if they'll make that train. Managers always complain about injuries and too much football, and sure enough Manchester United manager, Erik ten Hag, was recently bemoaning this issue. Ultimately, the longer games go on, the more time 'in play', the more physical exertion is being asked of the players. Injuries will increase, even more players will have to be bought and paid for, and the cost of tickets, advertising and coverage will rise accordingly. Extra value? I doubt it.

Anyway, in an admittedly somewhat tenuous link to cab driving, one of the consequences of these changes for drivers, is that games will be 'bursting' five or ten minutes later than we're used to; no great difficulty for us, indeed the later finishes might even encourage more customers to take a cab to the station or all the way home, so perhaps it will be good for business. Good luck out there. **LTDA**

More play, more injuries?

I was surprised by changes to football rules where referees will count injuries and other stoppages more accurately. Everyone I spoke to, including many regular attendees, agreed that this would be better, as it would end up with more 'ball in play' time, and therefore better value for the spectator. Fair enough.

The first thing I noticed (I'd erased the World Cup form my memory) was that games were suddenly running to eight, ten or even 15 minutes' extra time at the end. This is a significant change. All my life, I've known that by around five to five on a Saturday, all the final scores should be in. Well now that's going to be 10 minutes later. Ok, fine, make an adjustment, but if you happen to be hanging on a certain result, your team is defending a 1-0 lead or whatever, the whole dynamic is changed. It's like there's a whole new extra period at the end of the game to get through.

Advocates say sure, so what? It's more football, what are you complaining about? Well I dislike change, especially to things that have been comfortably familiar like the rhythms of the football season.

Rugby decided on a different method some years ago, stopping

FREENOW Continues to Pave the Way

All FREENOW Black Cab drivers now have access to accident & sickness insurance as well as parental leave.

FREENOW

At FREENOW, drivers are at the heart of our business. So we want to make sure we're doing right by them whether it is providing them with a reliable platform for work or give them peace of mind in their personal life.

We're always looking for ways to support our Black Cab drivers by bringing benefits that are of the most value to them. And as the cost of living crisis looms, we're helping support our 10,000+ Black Cab drivers and their families.

We're pleased to announce that we've partnered with Onsi, a leading workplace rewards platform to help drivers look after their well-being. Formerly Collective Benefits, Onsi brings unique benefits to our Black Cab drivers, including accident and sickness protection as well as compassionate and family leave, which covers both maternity and paternity leave.

With these benefits, all FREENOW Black Cab drivers will have access to the following:

Accident & sickness insurance (including accidental death and permanent disablement)

- offering drivers financial protection in case of an accident or sickness.

Compassionate & parental leave - providing drivers with a lump sum to cover time off if they welcome a new family member or lose a loved one.

Food and fuel discounts

- providing drivers access to discounts on food and groceries, fuel and other items like technology and utilities from well-known retailers.

Cashback rewards card: Drivers get 0.5% cashback when using the card to make any purchases.

Scott H., a Black Cab driver from London, said:

"I'm glad FREENOW is supporting cabbies through these difficult times. Having accident and sickness insurance takes a weight off my mind. It's great that cabbies will be able to access compassionate and parental leave to spend time with loved ones when required. I'm certainly going



to take advantage of these benefits moving forward'

How does it work?

All the benefits will be provided through the benefits provider Onsi and UK FREENOW Black Cab drivers will be invited to join the platform. All the drivers need to do is sign up to the platform. Then they will be able to view details and access all the benefits available to them.

Other benefits for FREENOW Black Cab drivers

These new benefits come on top of FREENOW's existing driver incentives. That includes 0% commission, weekly bonuses, EV subsidy, savings on car purchases and vehicle insurance. Read on to learn more.

0% commission

Our reduced commission quest is all about looking after the drivers who work the hardest. Complete enough trips and you'll unlock 0% commission. This means

you keep 100% of the fare for every trip completed during the remainder of the quest period.

£4,000 EV subsidy

Thinking of going electric? You can get up to £4,000 in subsidies when making a switch to an electric vehicle with FREENOW.

Scan the QR code to learn more about FREENOW's EV subsidy.

£2,380 off new LEVCs

Get £2,380 off your new LEVC. We've partnered with Marshall, an authorised dealer of LEVCs, so you can save an extra £2,380 on top of our EV subsidy when buying a new LEVC Vista

Comfort Plus taxi.

£50 off car insurance

Get £50 off your next policy with DCL insurance

Replacement LEVC with Rapid Auto Assist

Get a replacement LEVC and be back on the road earning within 48 hours of an accident with Rapid Auto Assist.

£900 cash bonus for on-car advertising

Get FREENOW on car advertising (OCA) and earn a £900 bonus and priority allocation. That's on top of up to £400 additional average earnings that drivers receive after getting an OCA.

FREENOW 
The Mobility Super App



TAXI and LTDA Member Mail



Subject: No regulation for rickshaws

Hello,
I picked a nice lady up from Hilton Tooley Street to ABBA. She told me that the night before after struggling to get a taxi post theatre, she got in a rickshaw. She said the rider was reckless and dangerous and she felt scared and intimidated. The two-mile journey then cost her £100. Worse still, after an old broken credit card machine unsurprisingly didn't work, he offered to take a picture of her card, front and back, and take the payment later (all heart)!

What I find most sickening is that this under regulation or let's face it no regulation, is contrasted with the over regulation of our trade, and taking drivers, livelihoods away for six points. The lady 'Melody' couldn't get a cab in the first place because of years of over regulation undermining the trade. I can't remember the last time I saw someone doing the Knowledge.

Anyway, like most of you would have, I had a nice chat with Melody, talking about ABBA and how soon before we can watch the Beatles or the Stones in hologram form, and how I hoped the rickshaw experience hadn't ruined her holiday.

Best regards, Michael Heverin

Subject: Thank you

After 50 years and six months of being a being a London taxi driver and over 50 years of being a member of the LTDA, I have decided to hand my licence back. It's too expensive to work as a taxi driver as an older driver to hire or buy another cab. It's just too difficult to make it pay and this year I have had to deal with a lot

of health issues, so reluctantly I have called it a day.

I just wanted to say thank you to you all at the LTDA for being there and giving me peace of mind during my life as a cab driver. I joined as soon as I could in the Edgware Road office and I was in the health scheme from the age of 25 till 65. I never had to make a claim but the peace of mind it offered was so important to

me, as I had a young family at the time. You have helped me out on other matters throughout that time, so thank you once again for everything. It was a great decision to join when I did.

I would be happy to remain a member as a retired driver if possible.

Regards,
Bill Hand



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WINNER

DIARY PRIZE!

ONE 4 ALL BONUS FOR LTDA MEMBERS

The LTDA diary spotters have been out and about, on the lookout for members displaying their diaries on the dashboard. The first driver they spotted proudly displaying his diary was Mohammed Ahmed. He was thrilled to receive a gift card worth £150.

Mr Mohammed Ahmed has been a member of the LTDA for almost three years. Being fairly new to the trade, he would certainly still be classified as 'but-a-boy', but he knows the value of being in the trade's biggest and best org and is very enthusiastic about our trade. The passengers he had just dropped off were also full of praise for his professionalism and love of his job. Keep up the good work!

One4all cards can be spent on a huge array of items from 130 high street brands in store or online and restaurants. Participating retailers and restaurants include Argos, H&M, River Island, B&Q, John Lewis, Harvester, Pizza Express and Marks & Spencer.





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

14



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 Paul Denman!

September's lottery winner was Mr Paul Denman. Paul has been a member of the LTDA for almost 24 years. He told us he will spend some of the money on a nice holiday to Turkey.

All the team at the LTDA hope Paul and his family 'harika vakit gecir' which 'Turkish Eddie' assures us means, have a great time.



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15



Judge Ped(dle): I Am The Law

Yeee Hawww! There seems to be a new sheriff in town... and he's wearing lycra.

Man in black

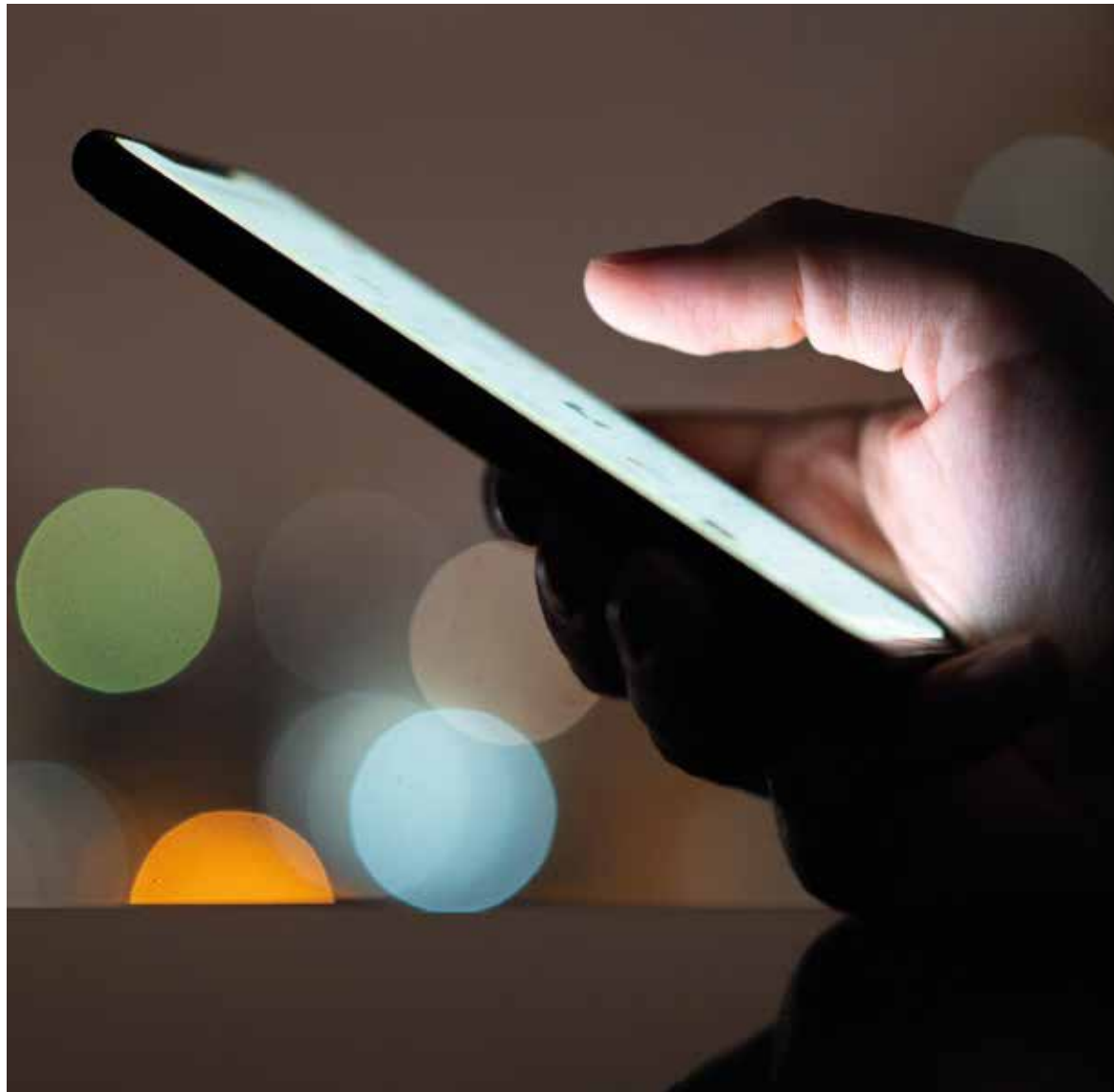
Described as everything from a grass to a vigilante – and in some cases a hero – Cycling Mikey, is no stranger to controversy. He is clearly a man on a mission, although what that mission may be is open to debate. Some argue he is doing 'God's work' and saving lives. To others, he could be seen as an opportunist with a YouTube channel, while hiding behind the piety of a righteous cause. Whatever your view, he's here, armed with his trusty camera and he's potentially filming you.

I think I'm in trouble?

So, the phone call came: "Steve, I think I'm in trouble." (Cue Lindsay Buckingham's 1981 classic, *Trouble*). Well, it had to happen eventually. Of the 17,900 taxi drivers licensed in London, it was only a matter of time before Cycling Mikey filmed somebody that I know personally, doing something that they allegedly shouldn't be. But all was not as it seems.

Whilst driving through Hyde Park, my acquaintance – who shall be known as Laszlo Cravensworth (that name will only make sense to those who watch the BBC comedy *What We Do In The Shadows* - quite apt really) – encountered some heavy traffic. He informed me that upon coming to a standstill, he started touching his mobile phone. He told me he started touching his mobile phone rejecting jobs from an app. He then noticed he was being filmed by our friendly neighbourhood sheriff. He alleged that Mr van Erp then told him that he was committing an offence. Now here's the interesting bit! Laszlo's mobile phone was in its cradle and he did not have his phone in his hand at any point in time, so what offence did the hapless Mr Cravensworth commit? Could he have committed an act of undue care and attention or even an act of careless driving?

I was intrigued to find out more and work out who was in the right under the legislation. Given



that using an app is part of a taxi driver's daily life nowadays, and in some cases the use of a Sat Nav may be required, the incident threw up more questions than answers. One of which was where the law stands in relation to the touching of a mobile phone when stationary, as well as a vehicle's multi-function display unit. I asked an expert.

Is it a bird? Is it a plane? No, it's Taxicop!

I decided to pick the brains of Bristol-based enforcement officer, PC Patrick Quinton (aka Taxicop). After explaining Laszlo's case, I asked if the cabbie could be prosecuted for touching the phone in a cradle whilst stationary. The answer surprised me.

PC Quinton said: "The fact that

the driver was stationary doesn't make too much difference, other than the fact that if he were moving the potential offence could be seen as being even worse. However, being stationary doesn't preclude being prosecuted for undue care and attention.

"The clue is in the name: care and attention. We would have to have evidence that it has affected his driving in some way, which, in my opinion, is going to be quite tricky when you are stationary in traffic."

"If the traffic in front of you moves off and you are still stuck there looking at your phone, then you have got the evidence for the offence. But without that it's tricky to see what the evidence is that's affected his driving."

PC Quinton concluded by saying: "I don't think that the

driver needs to overly worry, because for a prosecution for driving with undue care and attention or careless and inconsiderate driving (Section 3 of the Road Traffic Act), we'd need some evidence that it's affected his driving, which sounds like it could be tricky in this case".

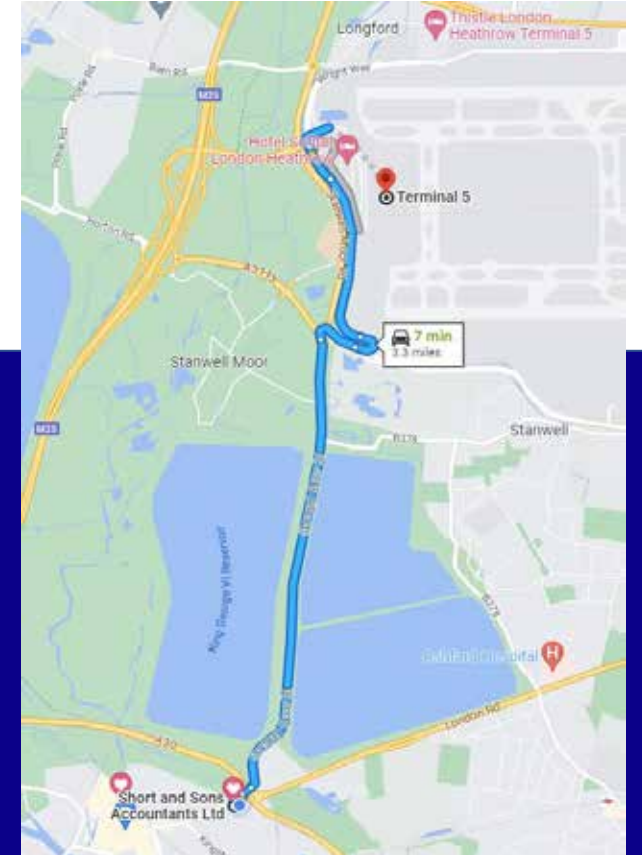
So the short answer is that although every case stands or falls based on the evidence provided, it's difficult to prove undue care and attention or careless driving when you are in stationary traffic – but it isn't impossible. Basically, if you are doing anything other than concentrating on controlling the vehicle, you could be committing an offence.

To finalise, here's my tip of the day: KEEP YOUR HANDS OFF OF YOUR RUDDY PHONE AT ALL COSTS.

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The Truth Behind Supermarket Loyalty Schemes (And How To Save Money)

With a rising cost of living, here's how to save on your weekly shop.

Money matters

Supermarket reward schemes have changed over time. While in the past swiping your loyalty card at the till meant collecting points or vouchers, re-vamped attempts mean that joining up is sometimes the only way to buy food at affordable prices.

The lowdown

Tesco, Sainsbury's, Co-op, Waitrose, and Morrisons all now offer 'two-tier' pricing, as do health and beauty retailers Boots and Superdrug. This means loyalty cardholders (or 'members') get discounts on certain products, while non-members pay full whack. These schemes are generally free to join (although Co-op charges £1).

Tesco and Sainsbury's are arguably the most prolific in their use of two-tier pricing. Clubcard Prices and Nectar Prices are notably lower than standard prices on thousands of products, meaning signing up can save you several pounds in a single visit.

Marks & Spencer has been trialling member-only prices over the summer, giving Sparks card customers cheaper prices on certain products. But M&S hasn't yet announced whether two-tier pricing will be rolled out nationally.

Love them or loathe them, with the cost of living crisis not going away anytime soon, playing your loyalty cards right is one way to save money on your food shop.

It's usually worth signing up for Nectar or Clubcard even if you only shop in Sainsbury's or Tesco on an ad-hoc basis, perhaps doing your 'big shop' elsewhere, such as a budget supermarket like Lidl or Aldi. The same goes if you regularly pop into the Co-op, or buy toiletries at Superdrug or Boots.

Two-tier pricing hasn't gone down well with consumer advocates. Katie Morley, consumer champion at the Telegraph, claims that "shopping at Tesco without a Clubcard feels like daylight robbery".

Morley's views are backed up by consumer group Which?,

which has claimed that Tesco and Sainsbury's "use pricing tactics which can make loyalty discounts seem better than they really are".

The facts

Which? looked at 141 Clubcard and Nectar Price offers promoted on the websites of Tesco and Sainsbury's at the end of June, and tracked their pricing history back six months to see how they compared. This unearthed some seemingly dodgy-looking pricing tactics and dubious deals.

For example, Nescafé Gold Blend (200g) at Sainsbury's cost £6 if you had a Nectar card, with a regular price of £8.10. But the jar of coffee only started costing £8.10 just two days before the Nectar price launched. Before that, it was £6. The £8.10 'regular' price placed it at £1.10 more than

any other supermarket.

At Tesco, Which? found Heinz Salad Cream (605g) at £3.50 for Clubcard members, compared to a regular price of £3.90. But the regular price had been £2.99 at Tesco for several weeks before it was increased to £3.90 just 22 days before the Clubcard promotion.

Their research suggests that non-Clubcard prices are vastly hiked up – so joining Clubcard simply gives you access to affordable prices, rather than offering you any real bargains.

At Co-op the price differentials are less, but not insignificant. 'Premium' lunch meal deals are £5 for members or £5.50 for non-members – a difference of £2.50 a week if you buy a meal deal every day from Monday to Friday.

Superdrug's 'member only' prices can be a fraction of non-member prices. For example, at the time of writing, 100ml Versace the Dreamer costs £60 – but for members it's just £22 (the same product is £24 at Boots).

In conclusion

So how can you beat the system? If you shop at Tesco, Sainsbury's,

Co-op, Superdrug or Boots, not having a loyalty card is very likely to mean you pay more at the till. Even if you just pop into the convenience version of these stores occasionally, it's still worth signing up.

But becoming a member comes at a cost: your data. Membership schemes allow retailers to collect valuable data on lifestyle and shopping habits.

Obviously not everyone is happy to hand over their personal data in return for a discount – and not everyone can, prompting claims that two-tier pricing is discriminatory and unfair.

For example, some schemes have age or address-based restrictions. You generally need to be aged 18 or over and have a UK address to join. This means some vulnerable groups such as schoolchildren, teenage parents, and those new to the UK could be paying more for supermarket food than other people.

Loyalty schemes also normally need an email address and a mobile app, meaning those reluctant or unable to use smartphones may miss out.

TAXI

"Love them or loathe them, with the cost of living crisis not going away anytime soon, playing your loyalty cards right is one way to save money on your food shop."



A Stress Free Service

After having to pay for two replacements, I let the next split go, my thinking being that I would get it fixed before the next MOT. Well, I can tell you now that was a mistake...

Electric Dreams

Life with a Nissan Dynamo is a mixed bag. Outside of any heatwaves, during which the air conditioning can not cope, or any extremes of cold, in which the battery range is seriously depleted, the cab works well. If you can home charge, it's incredibly cheap to run. It's also comfortable to drive and the silence is addictive.

Gaiter gaffs

Dynamo drivers are a small band of pioneers, we have plenty that separates us, but the one thing that unites us is our Dynamo cabs. That, and the fact that all of us have had trouble with the steering gaiters splitting and then, if ignored, the entire CV (Constant Velocity) joint fails.

After having to pay for two replacements, I let the next split go, my thinking being that I would get it fixed before the next MOT. Well, I can tell you now that that was a mistake. The CV joints started clicking on the turn, eventually getting so noisy people in the street were turning their heads!

Dynamo experts

MOT time approached and having heard so many good things about a garage in Chelmsford, CEVE, I made an appointment. I had heard from other Dynamo drivers, who told me that they offered a complete package, with higher quality parts, which would also reduce stress on the steering itself. So it seems like a no brainer.

On arrival, I was met by the boss, Mason, known as 'Muscles', if you meet him, you will know why! I was happy to sit in the comfortable waiting area, drink



coffee and read the trade press, while the new improved parts were fitted to my cab. The quality of these parts is obvious, even to an untrained eye like mine. They were designed and sourced by Mason and the team.

CEVE is also an approved LEVC dealership. Whilst waiting, I met drivers from as far away as Ipswich, who had travelled down to see them based on the reputation they are building.

TAXI

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The Infamous Existence of The Fairyland Arcade

In the early 20th Century, Tottenham Court Road was well-known for being home to a number of amusement arcades and seedy establishments.



Rob's history tips

This was a place where Londoners could come and indulge in all manner of mechanically operated fun for a penny – including saucy ‘What the Butler’ saw type machines.

The Fairyland Arcade

Out of all these, the most famous by far was the Fairyland Arcade, which was located at number 92, close to the junction with Howland Street (a site that's now occupied by a Greggs).

The Fairyland Arcade was especially popular as it contained a live shooting gallery--something which would be unthinkable today – and marketed itself as the best place in London where you could go to practise your gun skills.

Because of this, the arcade attracted numerous radical activists who, in the early 1900s, used the venue on Tottenham Court Road as an unofficial training facility – the most infamous example being a fellow named Madan Lal Dhingra.

From Amritsar to London

Dhingra was born in September 1883 in Amritsar, northern India. His family were well-to-do and his father, who was the city's chief medical officer, was a firm British loyalist. (India in those days was of course part of the British Empire.)

Dhingra, however, held the polar opposite opinion to his father; he yearned for an independent India. After moving to London in 1906 to study engineering at UCL, he sought out like-minded people. This brought him into contact with a student named Shyamji Krishna Varma, who'd recently founded an organisation called India House. It was a group based on Cromwell Avenue, Highgate, who held weekly meetings and debates; their ultimate aim being to achieve India's independence through revolution.



Madan Lal Dhingra.

It was a doctrine Dhingra eagerly bought into, and before long he began to form the opinion that violent action was required.

Dhingra's deadly plan

As such, he drew up a list of establishment figures related to British rule in India; individuals who he deemed legitimate targets for assassination.

In preparation for his deadly task, Dhingra would visit the Fairyland Arcade on Tottenham Court Road several times per week where, by all accounts, he became highly adept at handling and firing a revolver.

Dhingra's first two targets were former Indian Viceroy, Lord Curzon, and Sir Joseph Fuller, the former Lieutenant Governor of Eastern Bengal and Assam.

He hoped to kill both of them at a meeting they were due to attend, although fortunately the two men arrived late, which thwarted Dhingra's plan.

But the third target on his list, Curzon Wyllie, wouldn't be so lucky...

The assassination of Curzon Wyllie

Wyllie's entire career had been connected to British rule in India; he'd risen to become an officer in the British Indian army and, in later life, a government official. On the evening of 1st July, 1909, he and his wife attended an event hosted by the National Indian Institution at the Imperial Institute in South Kensington (a site which is now home to Imperial College).



The grave of Curzon Wyllie.

As the meeting drew to a close at around 10.30pm, Dhingra suddenly burst through a set of double doors and, using the skills he'd honed on Tottenham Court Road, opened fire, striking Wyllie and an innocent Indian doctor named Cawas Lalcaca.

Both men died almost instantly, and as they lay in a pool of blood on the floor, Dhingra turned the gun on himself... but it jammed, thus enabling him to be apprehended.

Madan Lal Dhingra's trial commenced at the Old Bailey three weeks later, where he represented himself, pointing out that he was an Indian patriot who did not recognize the legitimacy of the court, although he admitted he regretted Dr. Lalcaca's accidental shooting.

He was found guilty of murder and sentenced to death, a verdict to which he responded with the words, "Thank you, my Lord. I am proud to have the honour of laying down my life for my country", after which he was led from the dock with a smile.

Dhingra was executed at Pentonville prison by Henry Pierrepont on 17th August, 1909.

Murder at the Fairyland Arcade

Several years later, on 12th August, 1914, a murder occurred within the Fairyland Arcade itself.

This was committed by Donald Lesbini; a 22 year-old army deserter from Birmingham. He shot dead an employee at the arcade named Alice Storey; his excuse being that she'd insulted him.

Lesbini was also found guilty of murder and sentenced to death, although in this case he was later reprieved. Despite the violence associated with it, the Fairyland Arcade remained in business before finally closing for good in the 1920s.

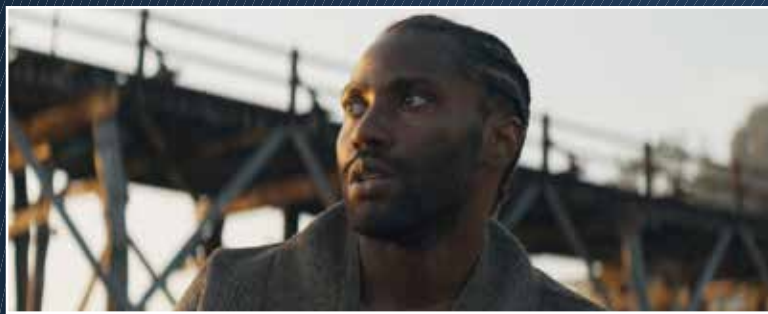
If you wish to learn more, you can visit my YouTube channel, [robslondon](#). ■ TAXI



Entertainment Corner

Our resident film critic takes us through the month's biggest cinema releases to recommend to your passengers.

Reel Talk



The Creator (12A) 📽️

The marriage of big, original ideas with sizeable budgets has become increasingly rare in today's crop of blockbusters. So thank the movie gods for Gareth Edwards! For *The Creator* is one of the few exceptions to the rule. It's a sci-fi epic that feels familiar yet fresh all at once, combining sumptuous visuals and world-building, with smarts and muscular action. After a seven-year absence from the movie making scene, the director of *Monsters*, *Godzilla* and *Rogue One: A Star Wars Story* is back with a vengeance, and has something to prove.

Set amidst a future war in the year 2070, between the human race and the forces of Artificial Intelligence, the story revolves around Joshua (John David Washington) a hardened ex-Special Forces operative who is mourning the loss of his wife (Gemma Chan). He's drawn back into the thick of things when he's given a critical mission that could potentially end the war: hunt down and kill the elusive architect of advanced AI known as 'Nirmata', who has seemingly developed a mysterious weapon that could render mankind extinct. The only problem is when Joshua and his team of elite agents journey across enemy lines, he discovers that the world-ending weapon is an AI in the form of a child (Madeline Yuna Voyles).

Much of what follows is built around the evolution of the child and Joshua's relationship, and the chemistry between Washington and Voyles – who was seven years old at the time of filming and absolutely crushes it – is warm and inviting. Through them, the film interrogates big questions and ethical conundrums, with answers that are both thoughtful and thrilling.

★★★★☆

The Creator is in cinemas now.

Dumb Money (15) 📽️

A film full of financial jargon can be a bore to sit through. That's why *The Big Short* had an interlude where Margot Robbie explained mortgage-backed bonds in a bubble bath. And whilst *Dumb Money*



A Haunting in Venice (12A) 📽️

In recent times, the *Knives Out* franchise has been the cream of the Whodunit thrillers crop. But Kenneth Branagh's Poirot movies have also offered modest thrills, the iconic, moustache-laden detective bringing the guilty party to light with skill and wit. The third film in the franchise offers more of the same, with a few key twists that help give it a slightly different but very welcome feel.

This time round, a retired Poirot (Branagh, having a whale of a time) is nonetheless compelled to investigate when old friend Ariadne Oliver (Tina Fey, note-perfect) asks him to debunk the work of psychic Mrs Reynolds (a scenery chewing Michelle Yeoh). Are there truly paranormal events at play here, or is it all smoke and mirrors? The story unfurls cleverly enough that some moments will have you wondering. Branagh's now customary Dutch angles only adds to the pleasingly spooky vibe, while other visual flourishes from cinematographer Haris Zambarloukos and production designer John Paul Kelly ensure the film is always beautiful to look at.

★★★★☆

A Haunting in Venice is in cinemas now.

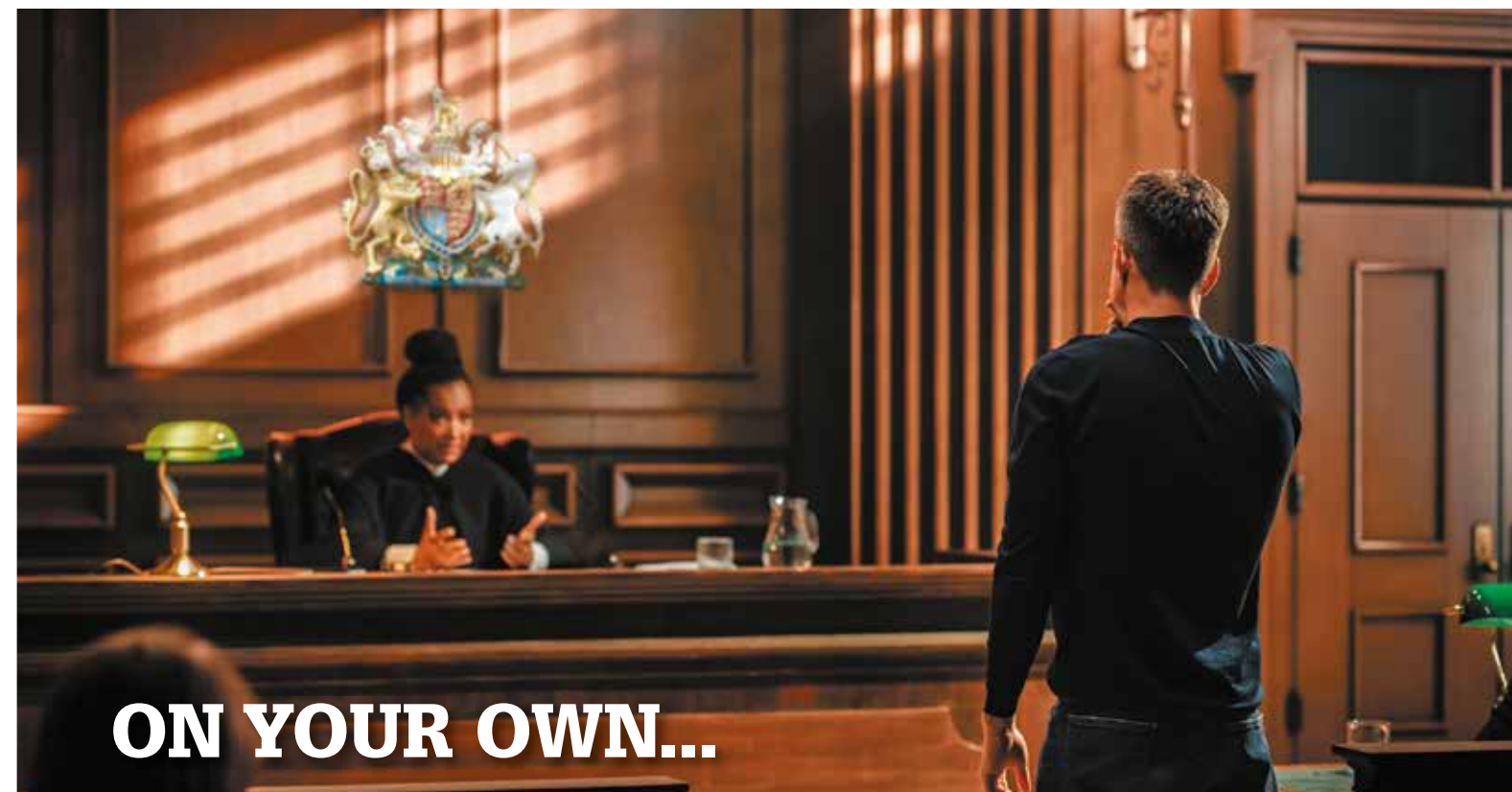


doesn't opt for megastars talking to the camera, director Craig Gillespie employs a number of other equally successful tactics to ensure that we understand just enough about what a "short squeeze" is to then enjoy everything else his wild (and recent) true story of a film has to offer.

That includes Paul Dano as Keith Gill, a YouTuber who sent Wall Street into a frenzy by sinking his life savings into GameStop, helping it to become a stock-market sensation. In Dano's hands he's an entertaining protagonist that's easy to root for, and scenes with Pete Davidson as Keith's loser-brother are consistently hilarious. Smartly, Gillespie also invests screen time on an ensemble of people who are affected by the stock, from retail workers (Anthony Ramos, enjoyably cheeky) to Covid nurses (America Ferrara). The result is a fun, breezy thriller that goes down easy, whether you have financial know-how or not.

★★★★☆

Dumb Money is in cinemas now.



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*Based on percentage of successful outcomes out of total number of cases, compared to national average.

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Taxi Charity Commemorates Operation Market Garden

TAXI spoke to Dean Euesden, one of four cabbies who took veterans to the Netherlands for its 79th anniversary.



Volunteer Keely Allen with Market Garden veteran Don Turrell.



Veteran Don Turrell meets children in Oosterbeek Cemetery.



Les Hammond, Mervyn Kersh and Don Turrell.



Veterans at the Ginkel Heath Airshow.



Veteran Les Hammond with re-enactors.

TAXI Hadn't you only just returned from the Netherlands?

Dean: Yes, we had. The Taxi Charity was in the Netherlands in early September for the annual Airborne march. And on the 15th, fellow cabbies Paul Cook, Peter Carey, Colin Mills and I returned with a group of veterans for the anniversary of Operation Market Garden.

TAXI Can you explain what this is?

Dean: It was an allied military operation fought in the German-occupied Netherlands between 17th and 27th September, 1944. It succeeded in capturing the Dutch cities of Eindhoven and Nijmegen,

along with many towns and a few V-2 rocket launching sites, but failed in its most important objective: securing the bridge over the Rhine at Arnhem. Many veterans spent decades feeling that they had failed, but the Dutch are quick to remind them that what they did do was give hope, after years living under German occupation.

TAXI What was this trip like?

Dean: Time in the Netherlands is always special. The hospitality we received was top class, the weather was amazing, the events were very moving, and the reception our veterans receive is always unbelievable.

TAXI What did you get up to over the long weekend?

Dean: On Thursday 14th September, we boarded the overnight ferry from Harwich to the Hook of Holland with veterans Don Turrell, Mervyn Kersh, Les Hammond, Tom Schaffer and John Pinkerton and their carers and companions.

TAXI Tell us about the memorial.

Dean: After a great crossing we attended a memorial service in the Bear Pit which is located near the famous John Frost Bridge in Arnhem, which many people might know from the 1977 war film *A Bridge Too Far*, with its stellar cast of Dirk Bogarde, Michael Caine, Sean

Connery and Anthony Hopkins.

The following day we attended a reception at the Hartenstein Museum, hosted by our great friend and supporter Joanna Roper, the British Ambassador to the Netherlands. We then attended Ginkel Heath to watch the spectacle of hundreds of paratroopers dropping on to the landing zone that was used in 1944, and visited a very realistic re-enactment of a field hospital.

TAXI What took place on the Sunday?

Dean: On Sunday 17th September, we attended the memorial service at the Arnhem Oosterbeek Cemetery, more commonly known as the Airborne Cemetery, where those killed in the Battle

of Arnhem are buried. This service was incredibly moving and in one poignant moment local school children placed a flower on every headstone. After the service, the children, who are taught from a very early age about what the allied forces did for them, queued to shake hands with the veterans and thank them for their freedom.

The trip was rounded off with a lovely meal with our Dutch team on Sunday night. It took place in the Schoonoord restaurant, which during the Battle of Arnhem was equipped as an emergency field hospital by the 1st Airborne Division.

TAXI What were your highlights?

Dean: There were many over

the weekend but I think seeing Tom and John's faces when they were asked if they wanted to fly over Ginkel Heath in a Dakota. And seeing the children who had just laid flowers in the cemetery flock to thank veterans for their freedom are memories I'll

never forget. I'm very lucky to be part of this charity and meet such a wide range of amazing people.

TAXI So, what is up next?

Dean: The team is currently planning a 75th anniversary concert that will be held at the Royal Hospital Chelsea. **TAXI**

Frans Ammerlaan, Taxi Charity Ambassador and Treasurer of the Market Garden Foundation said:

"For many years, the Market Garden Foundation has been organising the Dutch side of Taxi Charity trips to the Netherlands and a warm bond of friendship has been built with locals, host families and authorities. The veterans are always shown enormous love by the Dutch people, who also now understand and greatly appreciate the role the cab drivers play in bringing the veterans over."

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

WITH 6 DVLA PENALTY POINTS YOUR TAXI LICENCE CAN NOW BE **REVOKED**



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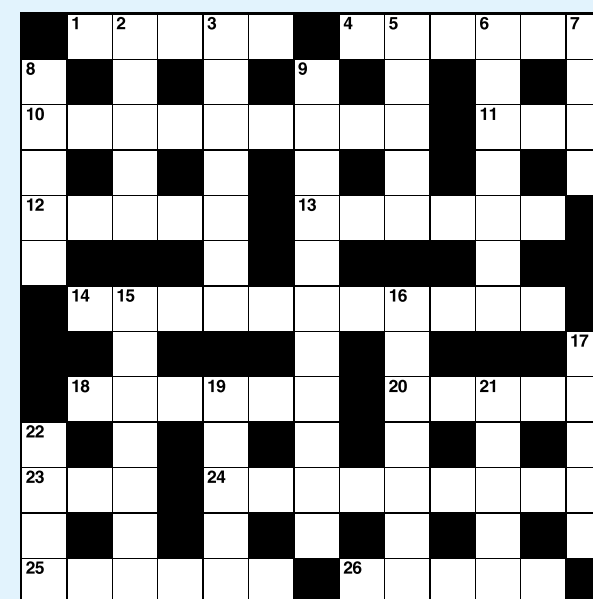


www.ltda.co.uk



Puzzler Page

Crossword



ACROSS

- 1 Change to suit (5)
- 4 Goal-getter (6)
- 10 Walking awkwardly (9)
- 11 Charged atomic particle (3)
- 12 Hindu class level (5)
- 13 Most coy (6)
- 14 Focused attention on (11)
- 18 Gave a backhander to (6)
- 20 Saying (5)
- 23 UK's medical organisation (inits) (3)
- 24 Man or woman of property (9)
- 25 Steal in a small way (6)
- 26 Winter sport participant (5)

DOWN

- 2 Cupolas (5)
- 3 Current (7)
- 5 Secretive (5)
- 6 Distribute again (7)
- 7 Talk wildly (4)
- 8 Become suddenly clear (5)
- 9 Dressmaker's decorative tape (4,7)
- 15 Summer umbrella (7)
- 16 Suspended bed (7)
- 17 Secret store (of treasure) (5)
- 19 Most beautiful woman at a ball (5)
- 21 Colour slightly (5)
- 22 Informal photograph (4)

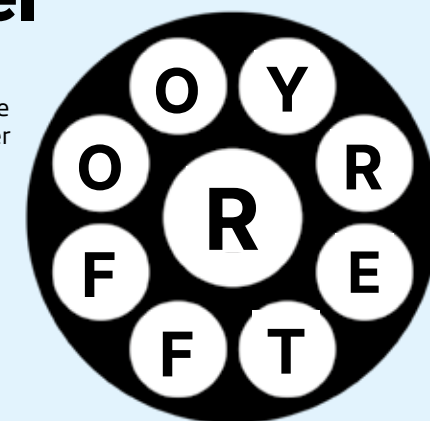
Sudoku

Have a go at this medium level Sudoku puzzle. Fill the grid so that every row, every column and every 3x3 box contains the numbers 1-9 just once.

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

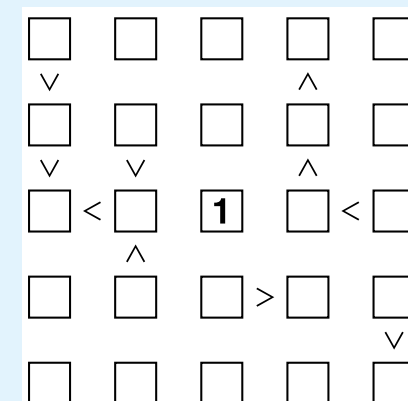
Wordwheel

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.



All answers to puzzler on p30

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John
07702 554934

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● **All cabs wanted any condition** plated or not cash same day collection service - Roy 07956293748

● **We want your cab any condition** quick decision cash or bank transfer you decide, finance cleared if required - 07877093866

● **TX4 Euro6 non ex fleet cab, cash** buyer - 07941990220

● **All de-commissioned good quality**

TX4s wanted. Instant decision, cash paid. We come to you. Also white TX4 elegance wanted 07973 335739

● **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

● **TX4, 12-13 reg Euro 5 cabs** wanted, 1-2 years plate left required, best prices paid, we pay in cash instantly - 07889378639

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black, one owner, only 43,000 miles, FSH, Plated to June 2024, Excellent condition, £38,500, 07590537599.

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● **Euro5&6 vitos for rent, full** backup, prices starting from £220 please call - 07956211478

● **TXEs, TX4s and vitos available** from £260 per week contact Sabri - 07958973944

● **TXEs for hire, loan cab available,** no ads - 07980288333

 **Get in touch**



Loren Wedderburn



loren.wedderburn@cplone.co.uk



01727 739 184



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?

Do you have any motoring or other prosecutions pending? Yes ☐ No ☐

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

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. Then return the form to LTDA, FREEPOST, London, SE1 1PP

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 _____
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.

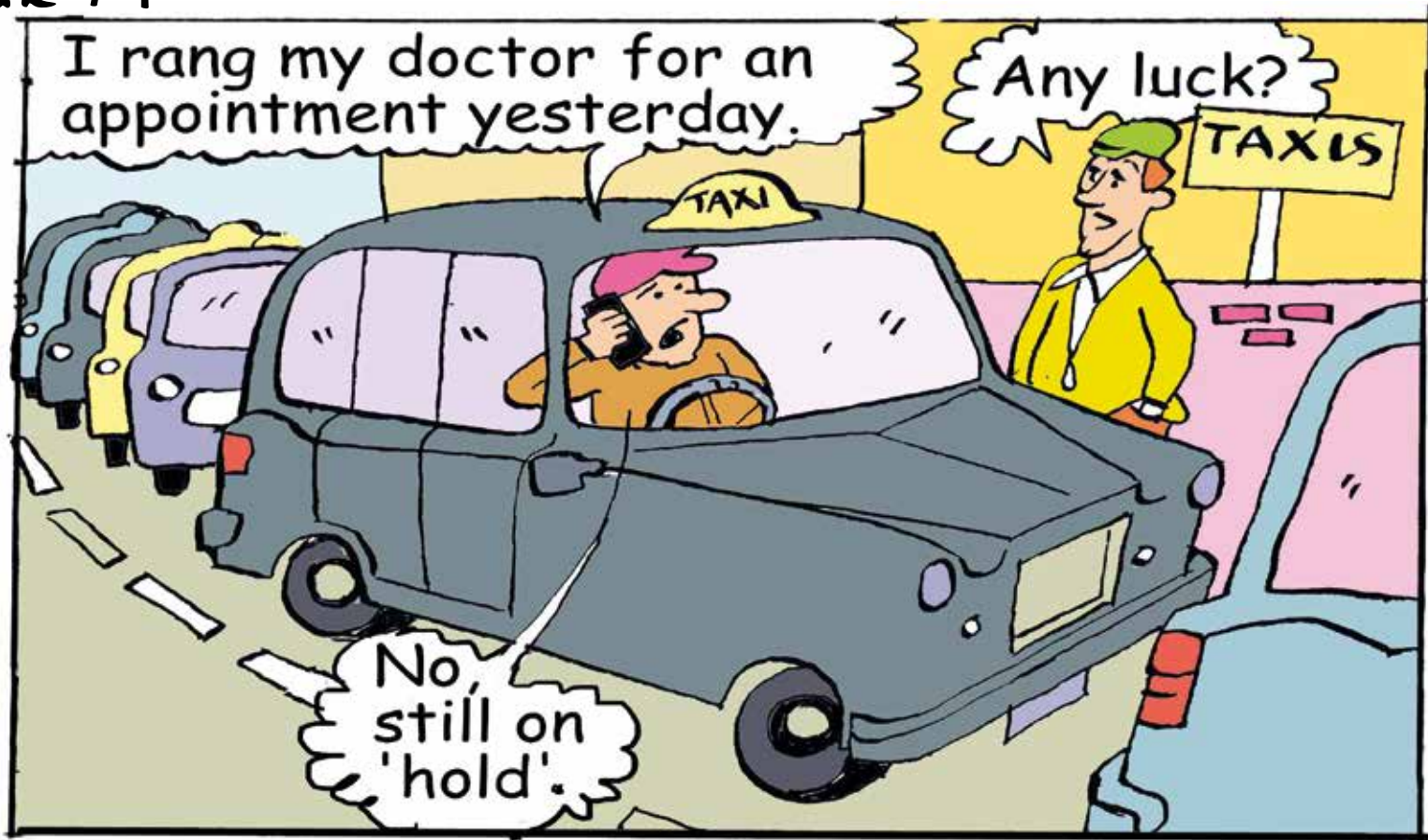


You can now also apply to join the LTDA online, simply scan here to complete an online application:





Cabbie's Cartoon

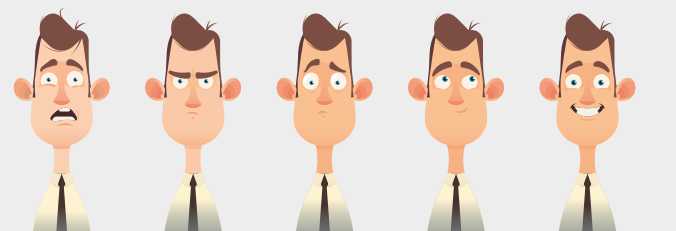


30

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- ◆ C & S Taxis, Dunbridge Street, E2
- ◆ Cabsurance, Seven Kings
- ◆ Camberfield Taxi Services
- ◆ Computer Cab, Mitre Way, W12
- ◆ Coney Allen, Dunbridge Street, E1
- ◆ CP Beehive Service Station, Beehive Lane, Gants Hill
- ◆ Cricklewood Carriers, Cricklewood
- ◆ Dial A Cab, City Road, N1
- ◆ Edgware Station Rank
- ◆ Euston Station Rank
- ◆ G & L Taxis, Crayford Road, N7
- ◆ Globe Transmissions, Cudworth Street, E1
- ◆ The Ham, Brentford
- ◆ Heathrow Airport Canteen
- ◆ Hexagon Garage, Lukin Street, E1
- ◆ Jet Garage, Clipstone Street, W1
- ◆ Knowledge Centre, Caledonian Road
- ◆ KPM, Hemming Street, E1
- ◆ London City Airport Canteen
- ◆ LP Motors, Dunbridge Street, E2
- ◆ Martin Cordell, Thomas Road, E14
- ◆ Paddington Station Rank
- ◆ Putney Bridge Taxis, The Arches, Putney Bridge Station, SW6
- ◆ Richmond Road Taxi Centre, E8
- ◆ Safewise Supermarket, Harrow
- ◆ South Bank Service Station, Great Suffolk Street, SE1
- ◆ TAXIHOUSE, Great Suffolk Street, SE1
- ◆ Taxi & Private Hire, Blackfriars Rd, SE1
- ◆ Temple Place Shelter
- ◆ Turbo Accessories, ThreeColts Lane, E2
- ◆ Ubiquitous Ltd, E1
- ◆ Waterloo Station
- ◆ Wimbledon Station Rank
- ◆ WizAnn Knowledge School, Watts Grove, E3

PUZZLER ANSWERS



Crossword

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

Sudoku

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

Wordwheel

SOLUTION: OFFERTORY

All words: Effort, ferry, fore, fort, forte, forty, foyer, fret, fryer, offer, retro, retry, roof, roofer, root, rote, rotor, terry, tore, tyre, yore, OFFERTORY.

Word targets: Excellent: 19, Good: 16, Target: 12, Kids: 7

Futoshiki

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



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