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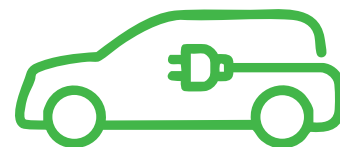
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SHERBET SEALS HISTORIC CAB INVESTMENT



Sherbet, *The Electric Taxi Co.* has announced it's raised up to £40 million in supportive growth capital, courtesy of private equity firm Hoplon Investment Partners. The move marks the single largest-ever investment in London's taxi industry.

Founded back in 2013, its

CEO Asher Moses, a British entrepreneur and former cabbie, his goal was to create a zero-emissions, tech-enabled version of the iconic black cab, as *Sherbet* now charge forward as the UK's fastest-growing electric black cab fleet.

The injection of funds means they will be able to increase their fleet from 550 to an impressive 3,000.

Moses said: "This investment marks a turning point, not just for *Sherbet*, but for the future of the black cab industry."

He went on to say: "The black cab is a globally recognised symbol of London – trusted, iconic, and deeply woven into the city's identity. Yet for too long, it lacked a dedicated guardian committed to its modernisation."

CABBIDDER LAUNCH DEAD-MILEAGE SOLUTION

UK-based startup *Cabbidder* has just launched a brand-new app intended to tackle one of the biggest challenges in the taxi industry: dead mileage. This is the wasted journeys drivers have to make when travelling empty between pickups.

Cabbidder allows taxi drivers to see and 'bid' for jobs that align with their existing routes, whether carrying passengers, documents, or parcels. This not only helps boost their earnings, but also gives local businesses and individuals a faster, more flexible delivery option.

"Dead mileage has always been one of the most frustrating issues for drivers. With the *Cabbidder* app, taxi drivers and private hire operators can make every journey count," said Matt Young, Founder of *Cabbidder*.



MAYOR CLOSES ROAD FOR TRIAL RUN

Mayor Sadiq Khan has opted to test out the validity of the pedestrianisation of Oxford Street, making it traffic-free on Sunday 21st September.

Mayor Khan hopes to have the area walking-only by 2027, believing this one-day event will showcase

the benefits of blocking the famous street off from traffic, although thoughts within the taxi industry are unanimously against it.

Oxford Street will be closed off to vehicles from 9pm on the Saturday until 4am on the Monday.



NEW PEDICAB REGULATIONS PROPOSED

The pedicab problem is hitting new levels of controversy, with people being fleeced for, in some cases, hundreds of pounds for short cross-city journeys (take a look at one scam on page 16).

Currently, pedicabs are unregulated, leaving customers with huge bills based on whatever the driver decided to charge.

Transport for London (TfL) have announced measures to stop scamming people and bring into law criminal record checks, ID badges and inspections to make this industry safer for the public.



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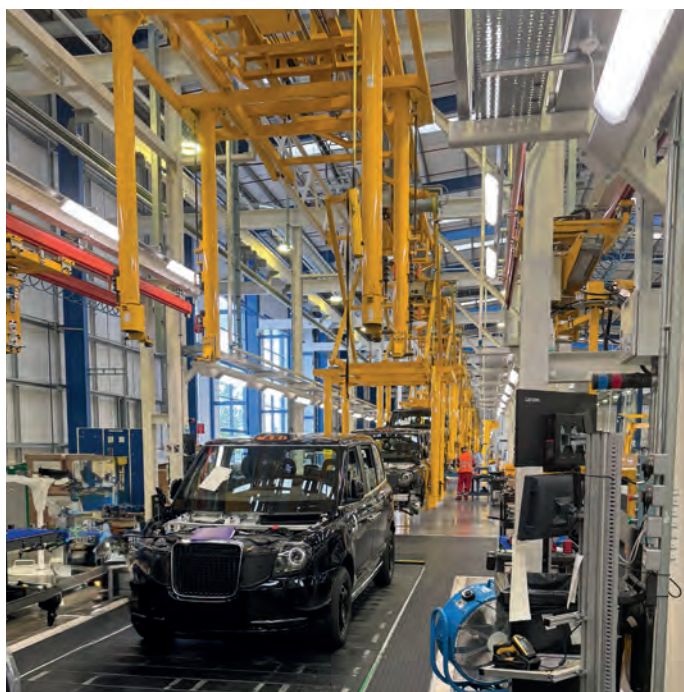
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General Secretary
Steve
McNamara

Debunking the Internet's Mistruths

Once again, cabbie social media wins the awards for best and totally untrue rumours! Don't believe everything you read online.



Steve's Comment

The first fib to do the rounds was during August. The best rumours are always made up during the quiet periods workwise and this one was a biggie.

Rumour has it

This one claimed that LEVC had stopped making the TXE. Depending on who was telling the story there were either no more TXEs for sale or there were only 100, 200, 400 etc. and then that was it.

And here, yet again, the rumour diverged. LEVC were apparently either bringing out a new cab or they were never going to make a cab again, with one driver posting tweets that Uber had bought Geely just to stop us having a cab!

I called LEVC, who had obviously heard the rumours themselves, and I was invited to visit their factory in Ansty

to see for myself what was going on. I have been there on several previous occasions, and it was certainly a lot quieter than it used to be, but after 180 staff redundancies, I did not expect anything else.

What I did see was a fully functioning production line producing TXEs. Yes it was running much slower than it previously had, but they were rolling off the line. LEVC are now only building to predicted order; if their figures tell them

that they will sell 100 cabs in December, they are only building 100 cabs. They will no longer carry excessive stock and any discounts or deals previously given to fleets and purchasers of multiple vehicles have all been stopped. Needless to say, some of the fleets were not happy at losing their discount, and this type of resentment from some corners could be a starting point of these unfounded rumours.

Second time's a charm

The second rumour was more of a scare story concerning the new Safety Equality and Regulatory Understanding (SERU) test that we will all have to take ahead of renewing your bill.

The storytellers insisted it was only London cabbies that had to do it, and that it was all down to Transport for London (TfL), how it was incredibly difficult and if you failed you lost your bill immediately.

The truth is that in 2020 the Department for Transport (DfT) published the taxi and private hire statutory standards which required all licensing authorities to implement standards that ensured all drivers are competent in safeguarding and English language skills.



Every taxi and private hire driver in the country will have to do a similar test at some time, this is not just TfL. The private hire trade has been required to take a similar test for the past few years, and their first-time pass rate has been in the region of 80-90%. Anyone who has passed the Knowledge, with this level of English, will have no problems.

Failure to prepare...

In the extremely unlikely event that any of our members fail the test, we will run a retest class here at Taxi House that members can attend before resitting the test at TfL. Having to do the SERU will, at worst, be a pain but, as always, the LTDA is here for our members. We have your back. And any member who has any difficulties or problems as a result of SERU, or anything else for that matter, will have our full licensing and legal team by their side to ensure they remain licensed and able to provide for their families. ■





Chairman
Paul Brennan

Potential Tourists Don't Feel Safe in London

Only when speaking to foreign tourists, while in a foreign country myself, did I realise the true perception people had of London as a holiday destination.



Top Rank

Like many of you, I've just spent a few days abroad. In my case it was Florence. I stayed at a hotel where about 80% of the guests were American. In restaurants and the queues for attractions, it was the same story.

Being a people person, I struck up conversations with many of them and as soon as they asked the 'where you from' question and I responded with 'London', their response was depressingly consistent: *"We wanted to go to London, but it's not safe."* It was truly alarming to see how far London's reputation has fallen across the pond.

Instead, they chose Florence, Barcelona and Rome, anywhere that, in their eyes, felt more welcoming.

Here's the brutal truth: perception is reality. You can point to crime stats all day long, but if tourists think London is unsafe, they simply won't come. And they're not coming. That means fewer bookings for hotels, fewer meals in restaurants, fewer fares in taxis, fewer

Great British Pounds spent across the city.

What's the plan?

Meanwhile, what is our mayor doing? Other than raising taxes, damaging the road network, and paying fortunes to a night czar who achieved nothing, I'm not sure. It certainly isn't ensuring our city's image doesn't plummet. Where's the campaign telling the world London is, in fact, safe, open, and worth visiting? Where's the urgency to protect billions in tourism revenue? It doesn't appear to exist.

It would be nice if, as boss of the Met Police, he instructed them to get out on the streets and put some focus on the phone snatchers, or even just be a presence, rather than seemingly only policing/arresting people who allegedly use 'hurty words' on social media.

I mean, for starters, if they look out the window of their head office, they'll see numerous con artists fleecing tourists on Westminster Bridge. They could easily make a cup of tea, leave the office, make an arrest and be back for the cuppa to be at a perfect drinking temperature.

Falling behind

Other cities understand the game. Barcelona, Rome, Florence, according to those I met, are selling a story of culture, safety, and vibrancy. London's story is being written by negative headlines, viral videos, and silence from those who are meant to defend it.

This lack of clarity matters.

Tourism is not a luxury for London, it's a lifeline. If Americans, Europeans, and others from around the world are taking their holidays elsewhere, thousands of London jobs will vanish with them.

It's time for City Hall to wake up. London isn't completely unsafe, but the world believes it is. Until that perception is fixed, visitors will keep going elsewhere.

Is London losing its grip?

It's not just tourists that are going elsewhere. In yet another blow to London, earlier this year the Brit Awards were yet another event that decided they are

packing up after 25 years and heading to Manchester. Should anyone be surprised? Our mayor via Transport for London (TfL) has spent years shipping jobs and operations outside of London. Londoners keep footing the bill, while the benefits go to Sheffield, Nottingham, Northern Ireland, and seemingly anywhere else but the capital.

But this isn't just about one awards show. Every event that leaves takes jobs, spending, and prestige with it. Hotels lose bookings. Restaurants lose diners. Shops lose customers and we lose passengers taking them from one venue to the other. How soon before our city loses relevance?

If the trend continues, don't be shocked if the Wimbledon Championships in 2030 gets "reimagined" just like the football team and moves to Milton Keynes and becomes 'The MK Don's Championship'.

Inaction

What are we getting from City Hall? Excuses, deflection, and silence. London is supposed to be the UK's beating heart of culture and commerce. Instead, it's being hollowed out while the people who pay the most see the least return.

If nothing changes, London risks becoming a city people bypass, not the destination they once fought to be part of. Its false perception of a dangerous and completely unsafe city needs to change—and change quickly. ■





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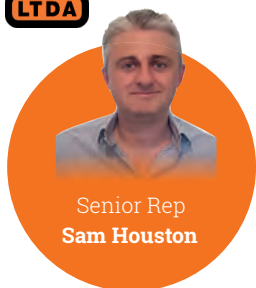
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Paul Black Cab Driver



The Importance of Paying Your PCNs on Time

No one likes PCNs but they're an occupational hazard in our job, now more than ever before.

M4 musings

I feel like I have to keep saying it: if you get a ticket and you know you're 'bang to rights' then do not let it escalate.

There's no harm in doing an appeal, as the Penalty Charge Notices (PCNs) will normally be held at the discounted rate while the appeal is considered. But keep a close eye on your post and emails, including junk mail, because if the appeal is rejected you will normally only have 14 days to pay at the lower level.

Why risk it?

It really is not worth letting things escalate further unless you feel you have a cast-iron case to take to the adjudicator.

At the LTDA we see members every day who have had demands for £250 or more, some even going so

...if you get a ticket and you know you're 'bang to rights' then do not let it escalate.

far as to have their vehicle seized by bailiffs which will normally cost more than £500 to get back!

A lot of people seem to be under the impression that if you keep claiming you didn't receive the ticket then they can't make you pay, but this is incorrect.

In certain circumstances you may be able to make a statutory declaration that you didn't receive the PCN but this is not guaranteed to be accepted, and authorities invariably reissue the PCN anyway.

Pay promptly

Members spend a lot of time and effort dealing with overdue fines that would not have happened if they had appealed or paid in good time. If there is a problem with your post then as a licensee it's in your interest to make sure you are receiving regular deliveries as you will end up missing something important, be it a

PCN or something to do with your licence itself.

Note: the above applies to PCNs issued by local authorities or TfL.

'Parking Charge Notices' on private land are treated as invoices for a breach of contract and follow a different route of attempted enforcement by the landowner, sometimes ending up at the County Court.

Cricket

Changing the subject somewhat, I for one massively enjoyed the recent Test Cricket Series between England and India. And yes, it was good for business as well. There were two massive fixtures in London and both went to the fifth day.

As I've written before, cricket fans are big cab users and bumper Test Series like this one are great for business. There's also been numerous Twenty20 and The Hundred fixtures in London this summer.

I was lucky enough to be at Lord's for one of the Test match days and actually couldn't find a taxi afterwards, which led to much mockery by the people I was with. A lot has been written about the actual cricket and it was a magnificent series but as often under Brendon McCullum, sometimes the thrills come at the cost of securing a result.

It seemed England had the Series in their grasp, only to have it snatched away on that dramatic Monday morning when Chris Woakes came out to bat with a dislocated shoulder.

India won by just six runs but you can't knock England,

there was some incredible play across the Series. And for sheer bloody-minded determination and effort in a sportsman, I don't think anyone beats Ben Stokes (the man runs himself into the ground for England every single time).

The One Day International with South Africa was even more topsy-turvy.

Next stop the Ashes...

Heathrow Spur Road bus lane

And just a brief reminder that taxis are not currently permitted in the Heathrow Spur Road bus lane. In recent times, Spur Road has been particularly busy and frequently backed up almost to Junction 4.

Unless there's a blockage though, the traffic does move and it doesn't take that long to get in. Also, if you are heading for the Feeder Park, the convention is that we do not pass other empties on the Spur.

Good luck out there! ■





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Heathrow Drivers: Time to Pre-Register for the New TFMS

Here's everything you need to know about the new system in place and exactly what to do in order to remain working in and around the location.



It is imperative you respond to all communications from Heathrow to ensure they do not remove you from the system.



Airports and beyond

Heathrow is rolling out a new Taxi Feeder Management System (TFMS). Every driver must pre-register before the system goes live. If you do not complete the onboarding process, you will not be able to access the new system or work at the airport.

Key dates

- Pre-registration opened 11th August 2025
- Onsite onboarding support: 18th August – 30th September 2025
- System expected to go live: 1st October 2025
- Pre-registration will close 11th February 2026
- After 11th February 2026, any driver not registered will need to join the extensive waiting list, which currently has 1,475 drivers waiting.

What you need to do

1. Pre-register online at www.nymbleai.co.uk or by scanning the QR code on the posters. Create an account with your email, name and a password, then activate it via the link sent to your inbox.

Check your junk or spam folder, as many drivers have reported the activation email going there.

After you activate your account, return to www.nymbleai.co.uk and complete all mandatory information. This includes the "State/Province" field, which is simply the area where you live (for example London, Surrey, Kent, Berkshire). The system will not let you continue unless this is completed.

If you have a double-barrelled name or an apostrophe in your surname (for example O'Shaughnessy or Smith-Jones), you must omit the apostrophe or hyphen, or use a space instead, as the system does not accept these characters.

2. Complete onboarding at Heathrow by visiting the booth in the canteen between 18th August and 30th September.

The team is currently available from 6am to 10pm, but hours may change as onboarding slows down. You will need to bring your Taxi Bill and Badge. A photo will also be taken.

3. Download the Nymble app. This will be available two weeks before the system goes live, currently planned for 1st October, 2025.

Minimum requirements: iOS 15 or newer (iPhone 6s, 6s Plus, SE 1st Gen or later) or Android 12 or newer (Galaxy S20 or later).

4. Top up your account. You will be notified when to do this before the system goes live.

5. Use the app. Once the system launches, the app will be required for daily operations.

Important reminders

- Only active drivers can complete registration
- Keep your existing tag and boosters until further notice. They will still be needed until the switchover is complete
- Avoid overcrowding the onboarding booth. Staff will process everyone, so there is no need to arrive all at once
- After 30th September, drivers can continue onboarding in the cab-in until 11th February.

Support available

Heathrow will provide guidance through canteen screens, wall posters, in-app support, and onsite help.

Information will cover how to register, how to top up, how to use the app, and what to expect when the system goes live.

Bottom line

Registration is mandatory. No registration means no access. Every working driver at Heathrow must complete pre-registration and onboarding by 11th February, 2026. Any driver not registered by then will need to go on the waiting list.

Heathrow has stated that once the system is live, it will contact drivers who do not regularly use the airport after approximately three to six months. The driver will have two weeks to respond and state that they do intend to work from the airport in the near future, if they do not, they could be deactivated.

It is imperative you respond to all communications from Heathrow to ensure they do not remove you from the system and you're forced to join the waiting list. ■



Obituaries

BRIAN RICE (1947 - 2025)

Words by Alan Fisher

How sad it is to report the death of my former boss, and more latterly, my friend Brian Rice.

It was back on 18th August, 1974 that a young man joined ODRTS, the predecessor of *Dial-a-Cab*. That was during the final year of Martin Gellman's Chairmanship prior to his handing over the reins to Peter Fennymore. I doubt whether that young Brian could possibly have realised that just over 20 years from that day, he would become the Chairman of *Dial-a-Cab* and that over 1,100 drivers, all with one share and with many of them probably not even born in 1974, would each be £21,000 richer when he sold the Society's building at a huge profit!

Brian took *DaC* through its best years, when it was far and away the busiest radio taxi circuit in the UK. They had so much work that on one

occasion they gave away three brand-new cars to drivers doing the most shifts, and in another year they gave away a brand-new 'Gold' taxi!

Brian was a man with strong opinions and they often manifested themselves in his editorials. In 1997, I was made editor of the Society's in-house magazine, *Call Sign*, and I remained in that post for 20 years. During that period, although I always showed him a final proof copy of the magazine, not once did he try to stop me publishing anything in it, nor did he try to force me to publish anything I didn't want to. I built up a rapport with Brian and his board members. But just as importantly to me, I felt trusted by a large majority of drivers because they knew that provided they were polite, they could ask any question and offer any genuine criticism. *Call Sign's* letter pages usually contained more letters that all the other trade mags put together. But I couldn't have done it without Brian agreeing to keep *Call Sign* uncensored.

Brian loved *Dial-a-Cab*



but was also extremely knowledgeable about the trade in general and was often interviewed by newspapers when they wanted information about any aspect of it. But *DaC* always came first.

Previous boards had tried to turn *Call Sign* into just their personal views, plus a few press releases. Brian understood that I wasn't prepared to do that and during those 20 years, although he often disagreed with some of the opinions in it, his only criticism to me personally was one single cover. And he was right... it was an awful one!

But those 20 years also

turned both me and my wife Linda into friends with Brian and his wife Brenda, who sadly passed away just over five years ago. A big part of Brian also went when Brenda died.

As it was a two-hour journey between our Essex and Hampshire homes, retirement meant more phone calls than meetings, but we still managed meet-ups at various restaurants between Brian, board member Allan Evans who lived in Kent, and myself. It was often a four-hour lunch discussing the old days or our football teams. Brian was a QPR season ticket holder, Allan was the same at Chelsea, and I was a regular visitor to Tottenham Hotspur.

Brian loved *Dial-a-Cab* and always fought for it. He showed the same strength in fighting his illness. Sadly it finally took him.

My deepest sympathies go to his children, Carla and Billy, as well as his grandchildren, Charlie and Molly, and daughter-in-law Sam. He will be greatly missed.

Rest in Peace, Brian.

LILIAN MOORE

Words by Paula at the LTDA

Lilian Moore, known as 'Lil', was an ex-long-term staff member of the LTDA until she retired in 2005. She started her career at the LTDA back in the Edgware Road days - and continued to serve for 30+ years.

Lil was around when *Computer Cab* was first started and her late husband John helped to build the 'Magic Roundabout' for the then control room on the 1st floor of Taxi House in Woodfield Road.

She worked in the back 'accounts' office in Woodfield Road, but was well known by all the regulars who used to pop in for a chat and a cuppa - and to pay their subs!

In her retirement years, she would always enjoy talking about the 'good ol' days', and often say, do you remember such a person, or, do you remember when this or that happened. I really had to rack my brain at times!

During her latter years, her memory stayed pin sharp but unfortunately her hearing and sight declined, as did her ability to get out and about.

I worked with Lil for quite a few years and she was my mentor when I first started at the LTDA around 35 years ago.

She always used to say to me "*You'll beat my record,*" which I never thought would happen, but here I am.

She leaves behind two sons, Pete and John, along with their partners and grandchildren, who we all pass on our deepest condolences to.

Someone recently said she was 'the Stalwart' of the LTDA, which is a lovely way to remember her.

Lil passed away peacefully on 30th August, 2025.

She will always be remembered for her



long-standing and loyal service to the LTDA and members.

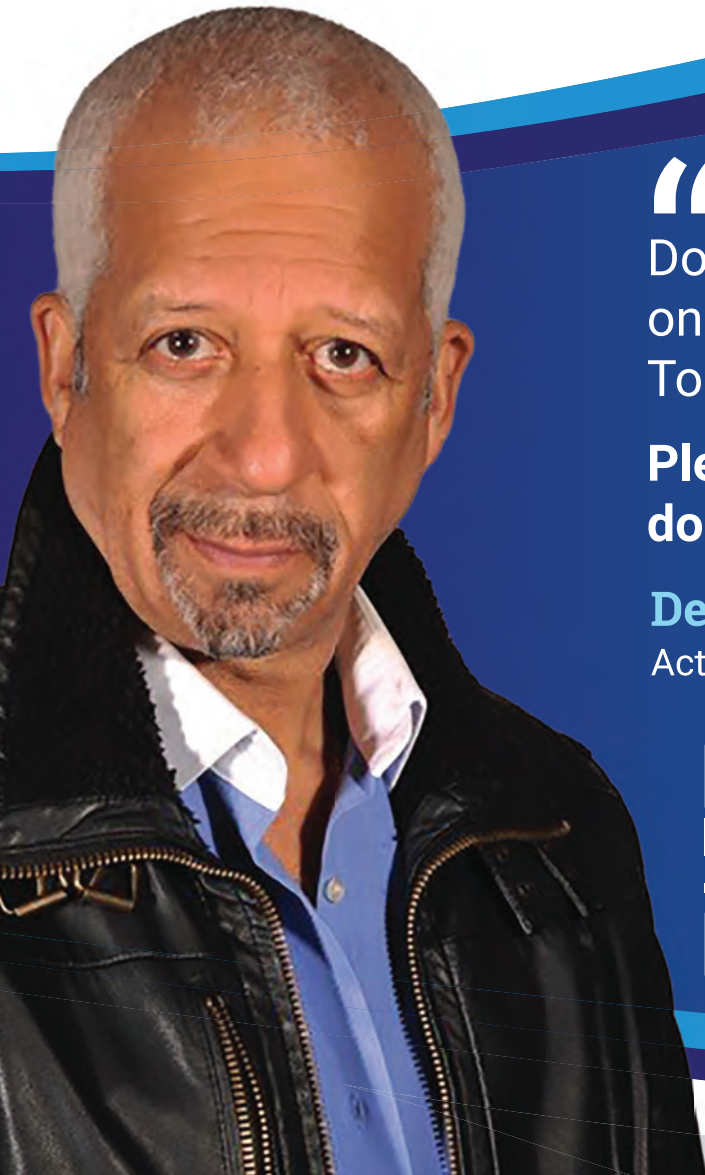
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¹ Tubaro A et al. Early treatment of benign prostatic hyperplasia. *Drugs Aging*. 2021 August.

² Lusty A et al. Cardiac Failure Associated with Medical Therapy of Benign Prostatic Hyperplasia: A Population Based Study. *J Urol*. 2021 May.

³ Bortnick E et al. Long-term Consequences of Medical Therapy for Benign Prostatic Hyperplasia. *Rev Urol*. 2019.

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Deep-Sleeping Spider-Man

Mr Meg is hot in bed. He is hot like a double radiator turned up to the max. He's not heatwave compatible at all.

A woman of words

Last night was the worst night of sleep I have ever had. The trouble started after I came in from the theatre burst. I got back to Meg Towers around 12.30am and left the cool gust of the aircon in the cab for what felt like a sauna on my front drive.

Exhausted from hours battling roadworks, diversions and traffic jams, I gulped a glass of iced water, took a tepid shower and headed for bed.

In our boudoir, I found Mr Meg fighting the heat by laying starkers in the starfish position on the mattress. That was a shock. But not as much as the sight of a spider, the size of my hand, resting just below his belly button.

This creature was a unit. It had hairy legs and beady eyes, and I'm certain I could hear it breathing.

The dilemma

I was hot, I was bothered—very bothered. And unsure of what to do. It was a 10-legged

dilemma. If I called out to wake two-legged Mr Meg and alert him, would the eight-legged beast scuttle off in my direction? Maybe bite me? It would definitely trigger a heart attack.

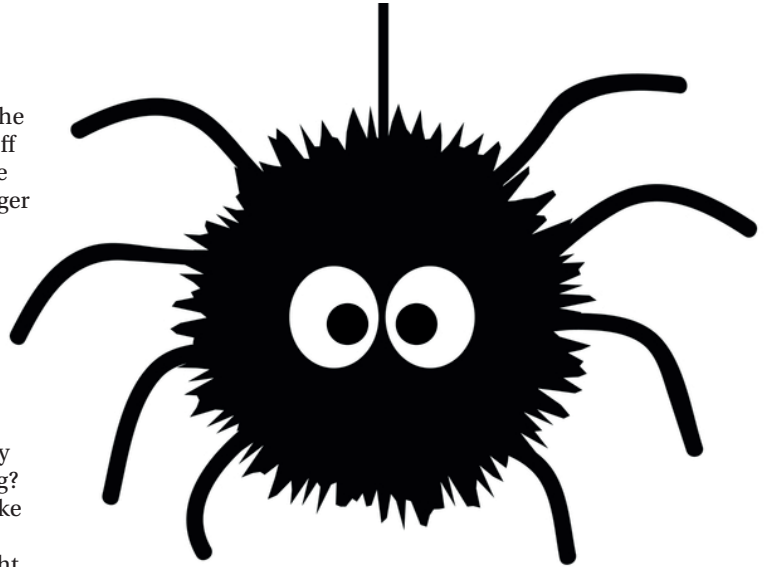
Or, just as bad, would it take off at speed, vanish and spend the night lurking somewhere unseen, biding its time, waiting for an opportunity to get me? Perhaps even crawl into my mouth when I was sleeping?

I knew for certain if I woke Mr Meg by calling out, or switching the overhead light on, he would sit up quickly and yell something stupid – he does that every time he is woken suddenly.

Previous

For example, last year when the fluff in the tumble drier caught fire I ran into the bedroom yelling, "Fire! Fire!" and Mr Meg sat bolt upright and hollered, "Goal!" and started to sing, "It's coming home!"

Desperate to a) sleep and b) get the spider the hell out of my house, I did something impulsive. I grabbed the beer mug of water Mr Meg brings



I was hot, I was bothered – very bothered. And unsure of what to do. It was a 10-legged dilemma.

up to bed at night, sloshed the water over the spider to shock it and then jammed the glass over said spider to trap it.

Mr Meg started to sit up, so I pushed him back down with my left hand while keeping the beer mug tight in place with my right.

Panic stations

This kerfuffle, obviously, had an unhappy ending. Mr Meg, thinking his manhood was under attack, pushed me back and sat up whilst shouting, "Please, Nicole, not again!"

He is stronger than me, even when he is asleep, and he pushed me backwards. I lost my balance, and me and the beer glass fell to the bedroom floor. I was bellowing, "Spider! Spider!" as I watched it hurry off his belly, across the bed and disappear.

Mr Meg refused to play 'hunt the spider' with me because he is not at all scared of spiders and welcomes them into our home and garden because of their role in the circle of life, yada, yada, yada...

He also refused to help because I broke his favourite beer mug, made him think he'd wet himself, and disturbed a Nicole dream.

At 3am, and not able to sleep because I was on spider watch, it occurred to me, who the heck is Nicole? ■





Columnist
Steve Kenton

Rickshaw Rip-Offs and Legally Obligated Chargebacks

After more than three decades of driving a London taxi, it's safe to say that nothing surprises me, but there is plenty that can still affect me in unimaginable ways.

Man in black

My time as a driver has thrown up the strange, the funny, the laughable, the incredulous and on occasion the deeply upsetting. Sadly, the subject matter in this article focuses on the latter.

The rip-off

Sunday, 17th August was a day like any other. The sun was out, the sky was blue, and there wasn't a cloud to spoil the view. Then I picked up a lovely elderly American couple and by the end of the journey it was raining in my heart.

The couple hailed me in Charing Cross Road opposite the Garrick Theatre and asked me to take them to the Ruben Hotel, where they were staying. Not unusually, I was asked how much it would be to the hotel, I gave a figure with the caveat that it runs on the meter... and then it started.

As we made our way to the hotel where the man apologised to me for asking me to give an approximate price. I explained that it wasn't a problem whatsoever. They seemed quite agitated so I asked them if everything was ok. The lady burst into tears. It was then explained that they had just been charged \$580 (approximately £428!) by a rickshaw rider for a journey from Buckingham Palace to Leicester Square.

Now I've heard of rickshaw riders ripping people off to the tune of £100, even £150, but £428 is taking things

to a whole new level. To say that I was shocked was an understatement. I asked them how and why they paid the conman. They told me that they felt intimidated and threatened, so paid by debit card to get away from the individual.

Now this was a couple who wanted to do nothing more than make memories and enjoy a lovely holiday in London; however, their most enduring memory will possibly be one of distaste and upset. I wanted to help so I advised they make an online report to the police and make a note of the police CAD number, then to contact their bank and attempt to obtain a chargeback.

What is a chargeback?

Now this couple being American citizens unsurprisingly paid through an American bank and there are differences between chargeback schemes in the UK and the US, but what is a chargeback I hear you ask.

According to UK finance,

a chargeback is a reversal of a card payment where your bank or card provider reclaims money from a retailer or service provider's bank, allowing you to get a refund if you didn't receive goods or services, they were faulty, you were double-charged, or there was fraud involved.

To initiate a claim you must contact your card provider. The scheme can be used for both debit and credit card purchases, and is subject to a time limit, which is typically 120 days.

Now, here's the difference between chargebacks made in the UK and the US. In the UK, a chargeback is not a legal right but an agreement between card networks and participating banks. In the US, chargeback protections are mandated by federal laws such as the Fair Credit Billing Act (FCBA) and the Electronic Funds Transfer Act (EFTA).

So although in this case the customers that I encountered may be successful due to their US bank covering them, in the UK it may be more

Now I've heard of rickshaw riders ripping people off to the tune of £100, even £150, but £428 is taking things to a whole new level.

problematic. Of course, this whole situation will hopefully be completely avoidable once the Pedicabs (London) Bill comes into force.

The bill, which received royal ascent in March of 2024, is designed to give Transport for London (TfL) powers to crack down on rogue pedicab drivers by regulating fares and improving safety standards.

Ultimately, until this law is finally implemented, people will still be ripped-off by rogue rickshaw riders and dishonest scammers that will sadly continue to damage London's reputation. ■





Columnist
Mike Williams

Entertainment Corner

Here's your round-up of the best entertainment to get stuck into on your mobile, tablet, or in the comfort of your own home, this month.

Lights, Camera, Action!



PODCAST: *The Rest is Football*

Seeing as the new Premier League season has just kicked off, it felt appropriate to mention this gem. Featuring footy favourites from the punditry and analysis world, Gary Lineker, Alan Shearer and Micah

Richards team up to talk all things football, with some of the most recent episodes revolving around the summer transfer window.

As three ex-players turned pundits (notably Lineker, who's been in the TV limelight for the past few decades), the podcast not only gives you some professional opinion and insight, but a really good relationship between the three and a particularly entertaining chemistry resulting in plenty of laughs throughout the analysis and chat.

New and past episodes of The Rest is Football are available on Apple Podcasts, Spotify and more.



TV SHOW: *Alien: Earth*

The *Alien* movie franchise has had its ups and downs over the decades, kicking off with Ridley Scott's *Alien* in 1979 and Jim Cameron's *Aliens* in 1986, the franchise took a decidedly wrong turn thereafter. That said, there have been glimmers of hope along the way, especially with the most recent installment, *Alien: Romulus*.

Now Disney+ has its hands on the franchise rights, this new eight episode series has breathed new life into the horror sci-fi world. Set in the year 2120, the approach to the murderous Xenomorphs has skewered: this time from a space setting to, well, Earth.

The story feels grounded and compelling as each episode goes by, introducing us to a brand-new set of characters that gives audiences (and fans) something fresh new while also applying subtle nods to the franchise here and there.

You can tell it's a well looked after production, with an authentic feel to what's going on and as world-building looks to be a focus here. Even from the first few minutes of the first episode one you get a sense that this is set around the time-two years prior, in fact-of the Nostromo's ill-fated journey in the original film, with a similar aesthetic that immediately takes you back to Scott's superlative feature.

The first series of Alien: Earth is available to stream weekly on Disney+ now.



MOVIE: *The Thursday Murder Club*

Starring quartet of acting icons Dame Helen Mirren, Pierce Brosnan, Sir Ben Kingsley and Celia Imrie, *The Thursday Murder Club* centres around these retirees who spend their days solving cold case murders. It's simply a bit of fun for the inquisitive foursome, until their lives take a very real and immediate turn when they find themselves slap-bang in the middle of a whodunnit murder.

Based on Richard Osman's book, the adaptation has morphed into a single movie that spans just under two hours. While some may argue a miniseries would have worked better, *TTMC* works perfectly well as a single film that trims the fat and alters some parts-so if you're a diehard fanatic of the book be prepared for some deviation.

That said, this is a very watchable and entertaining crime/mystery/thriller that's also suitable for the entire family.

The Thursday Murder Club is available to stream on Netflix now.

Also catch...

Together sees real-life married couple Dave Franco and Alison Brie assume marital on-screen roles in this unnerving body horror, in cinemas now.

The Naked Gun has a remake nearly 40 years after the original, now starring Liam Neeson and Pamela Anderson, in cinemas now.



Also catch...

Wednesday, starring Jenna Ortega, is back for a second season of the Addams Family spinoff, with the whole season (and the first) available to stream on Netflix.

Peacemaker sees John Cena return as the renegade DC character for the follow up season to the well-received first. Now streaming weekly on Sky Max and NOW.



Book Club

Behind The Lines With The SBS:
My Life In L Squadron During WW2

From grandparents stories to a published book: Robert Marshall and his family reveal special memoirs.

In June 1940, following the British Expeditionary Force's evacuation from Dunkirk, PM Winston Churchill called for the formation of a force trained and equipped to inflict casualties on the Germans and bolster British morale. 'Enterprises must be prepared, with specially trained troops of the hunter class who can develop a reign of terror down these coasts' he stated.

Plans were put in place to form a force that could 'Hit sharp and quick – then run to fight another day'. The Commandos were born.

By autumn that year, more than 2,000 men had volunteered for these highly trained units. One of those volunteers was Roger 'Jumbo' Courtney, an officer who before the war was a Big-Game hunter in Africa.



Des wearing his SAS Beret.

In 1939, he travelled to England and joined the King's Royal Rifle Corps as a Rifleman before being commissioned. His idea of a commando force using folding Kayaks to infiltrate shipping and for reconnaissance was continually rebuffed by senior command until he decided to infiltrate HMS Glengyle anchored on the River Clyde. He paddled up to the ship, climbed aboard undetected and stole a deck gun cover. After writing his initials on the door of the Captain's cabin he later presented the gun cover to a group of high ranking Royal Navy Officers.

He was promoted to Captain and given command of a 12-man unit, the first Special Boat Section.

Later attached to Layforce, a formation of commando units under the command of General Robert Laycock, in February 1941 they were sent to the Middle East. It was intended that Layforce would be employed to carry out a campaign of harassment and disruption to enemy lines but soon found themselves being used to reinforce the army in other areas. Heavy losses to personnel during the evacuation of Crete and raids in Syria meant that Layforce was disbanded in July, despite a successful raid on an Italian position laying siege at Tobruk. Laycock briefly returned to England.

Meanwhile, a new commando force was being formed in the deserts of Egypt, by a young Lieutenant from No8 (Guards) Commando, David Stirling. His idea, L Detachment SAS (Special Air Service) was for small patrols of parachute-trained soldiers to operate behind enemy lines, destroy enemy aircraft, gather intelligence and disrupt supply routes.

Despite its first operation ending in disaster when two thirds of the force were either killed during their parachute drop in adverse weather conditions or captured by the enemy, they were given a second chance.

Recruiting more men from the disbanding Layforce, their next operation was more successful.

Using the Long Range Desert Group



Des' handwritten manuscript.

(LRDG) to transport them within reach of their targets of three airfields in Libya, the raids saw 60 enemy aircraft destroyed.

Further successes saw Stirling's SAS L Detachment expanded and, with 'Jumbo' Courtney's return to England in December 1941 to form No2 SBS, No1 SBS, was attached to SAS as the Folboat Section.

Combined patrols of SAS and SBS (Folboat Section) took part in raids on three airfields on Crete in June 1942 and eight men of SBS carried out operation Anglo, a raid on two airfields on Rhodes in which all but two men were captured after destroying three aircraft and a fuel dump.

After the losses to personnel on Rhodes, SBS were absorbed into SAS.

In September 1942, SAS was renamed 1st SAS consisting of four British Squadrons, one French, one Belgian and the Folboat Section. Then in January 1943, Colonel David Stirling was captured at Gabes Gap, Tunisia when attempting to link up with advancing US forces. Blair 'Paddy' Mayne replaced him as CO of SAS.

In April 1943, 1st SAS was reorganised into SRS (Special Raiding Squadron) under Paddy Mayne and SBS (Special Boat Squadron) under Earl George Jellicoe who earlier had been involved in the raids on Crete. The SBS went on to operate throughout the enemy-held Greek islands in the Aegean until the end of the war, as well as the Greek mainland, Albania, Yugoslavia and Italy.

In Autumn 1943, my grandfather Des Marshall and his brother Bill volunteered and were recruited into the SBS after seeing a notice for 'Signallers required



for Secretive Work' when stationed in the Middle East. They were both experienced wireless operators having served in the Royal Artillery since 1938. Undertaking the months of training, which included long marches across desert and mountainous terrain, a parachute course, weapons, explosives and so on, they went on to operate behind enemy lines on various islands and locations throughout the Eastern Mediterranean.

My knowledge of Grandpa's (as we called him) army life was very little before. All I knew was he had served in the SAS/SBS during WW2 and that it was somewhere on the Greek islands. He died in 1999 when I was 20 years old.

After watching the TV series *Rogue Heroes* on the BBC, I contacted my Uncle Nick (21SAS) who lives in Perth, WA to try and find out if he could share any stories about Des.

Nick had many documents and artefacts he could share with me and my dad had an album with lots of photos from that period, but the best thing Nick had was Des' handwritten manuscript detailing his time in the SBS. These pages had lain undiscovered for around 60 years until 2015, before Nick, my dad Jerry, Uncle Iain (also a London cabbie) and sisters found them inside a folder tucked away on a shelf of the home they were raised in, in Seven Kings, Ilford.

My nan had reached 94 years old and was about to move into an aged care home.

Nick and I decided that it would be nice if we could transcribe all the writing and turn them into a keepsake for all the family, so over the next 12 months

he would email four pages at a time to me and I would then type them up and return to him for proofreading.

Gradually, we realised what a great story we were uncovering in those pages. Grandpa had a fantastic recall and the detail he lays out about his time spent in the SBS is told in a way that keeps you turning the pages for more. We decided to approach Pen and Sword and were delighted to be told that they would like to publish his memoirs.

Now, after almost three years since we set out with our project and many hundreds of hours reading, researching and speaking to others who could shed more light around his story, we are delighted that his memoirs are due to be published on September 30th, 2025.

It has been a true honour and a privilege to have learnt his story and I am so pleased that we will soon be able to share it with the rest of our family and also with other interested people. ■

The book is titled, *Behind The Lines With The SBS: My Life In L Squadron During WW2*.

Available to pre-order on Pen and Sword, Amazon, Waterstones etc.

Robert, Jerry, Iain and Nick outside a house visited by SBS in July 1944.



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Magical Taxi Tour 2025

A Convoy Left Canary Wharf this Month to take 200 Brave Youngsters to Disneyland Paris

The much-loved Children's Magical Taxi Tour, run by the Worshipful Company of Hackney Carriage Drivers, is delighted to announce its latest event.



from London Ambulance NHS Trust, AA breakdown services, and French Gendarmerie to cross the channel courtesy of P&O Ferries.

It offered magical, inclusive, therapeutic break, an opportunity for families to experience wonder and respite together in the happiest place in Europe.

Since its inception in 1994, the tour is entirely powered by donations, sponsorships, and volunteerism.

Historically, sponsors have funded much of the cost per taxi (approximately £1,600, covering essentials such as hotel, fuel, food and park admission). ■

Charity trips

On 12th September 2025, a fleet of licensed London taxis (classic black cabs) set off from Canary Wharf, transporting 200 children with life-limiting illnesses on a journey they'll never forget: a three-day trip to Disneyland, Paris.

Operating annually since 1994, the Magical Taxi Tour has brought joy to thousands of courageous children over

the years, by offering a brief escape from treatments and therapies. Past tours have seen massive support: in 2024 (as pictured), over 200 children travelled in a convoy over three miles long, supported by police and medical escorts, previous years have featured convoys of 90–125 taxis.

2025 tour notes

Departure was on Friday, 12th September 2025, from Canary Wharf with a celebratory "Big Breakfast" gathering in The Peligon.

The convoy, consisting of classic London black cabs, travelled under escort from City of London Police, Kent Police with further support



Lotto winner Dean Carey with LTDA staff member Anthony Street.



LOTTO WINNER
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Columnist
Phil Brown

A Passage Through Time: The Beginnings of Mayfair

We start our tour of this affluent area by studying its early days, with the popularity of the May Fair, its rise and fall, and the class divide that scuppered it.

Footprints and foundations

London can be seen as a huge jigsaw puzzle: once you have the pieces in place, an overwhelming picture emerges. I am certain whilst you're driving from one destination to another you can identify each area having its own characteristics.

The capital is a diverse metropolis where affluence and decadence is all too familiar. The demographic in London continues to change, the indigenous population has always had differing cultures to their neighbours. For over two millennia, this cosmopolitan city has always been defined as one of diversity.

Arriving from the Northern Heights of Hampstead, which I documented in my last series of articles, we now settle in Mayfair; a place that has always retained its *raison d'être*.

Wealthy landlords developed Mayfair into the capital's most salubrious district. This quarter of London has continually attracted the wealthy, the great and the good to its epicentre. Distinct expensive shops, eateries, art galleries and exclusive hotels occupy its thoroughfares. On my bucket list is a visit to the couture tailors of Savile Row, I am hopeful I will make it one day. This Central London location will hold much interest for the readership, where I endeavour to disclose its centuries of rich heritage.

Early beginnings

Mayfair was once covered by rolling fields and farmsteads. Many place names in this

location recall a bucolic setting, where the flora and fauna blossomed. Farm Street, Hay Hill, Mill Street and Brook Street are the monikers that remember a rural past. Brook Street refers to one of London's lost rivers, the Tyburn. This former river is now underground and flows through central Mayfair.

If one looks carefully at the contours of the landscape, there is a noticeable gradient. From the point of New Bond Street and Oxford Street, to the junction of Old Bond Street and Piccadilly, there is a 12-metre decline, providing evidence that London's landscape was formed in the Ice Age.

As ice retreated and a warmer climate prevailed, gravel terraces of up to 30 metres reappeared. The place names in the capital reflect the steep inclines of the London terrain. A plethora of street names forming the capital's topography indicate these inclines. 'Hill', 'Mount' and 'High' feature thoroughly on the London street map, endorsing the fact that the capital is not a flat surface, but a city built on an excess of hills.

The boundaries of Mayfair evolved as major thoroughfares were developed. So, theoretically the area became enclosed by Regent Street, Oxford Street, Park Lane and Piccadilly. Place names are synonymous with a particular environment, event and individual from the past. Mayfair is linked to merriment which once took place in Great Brookfield, which was located between Curzon Street and Piccadilly.

As far back as 1686, a charter was granted to hold a fair in the first two weeks of May, The May Fair, although small in its

originality, it grew in size and popularity each year. What had started as an orderly fair went on to become a rowdy, licentious event.

The May Fair

For centuries, the beginning of the month of May has always been a symbolic date in the Gregorian calendar. May Day has its origins linked to paganism, where our ancestors danced around a maypole. Christianity adopted the maypole as a sign of

fertility and rebirth as the summer approached.

What started out as a small cattle fair in Great Brookfield, soon became a full-scale place of jollification. After being cooped up in the urban city during the harsh winter months, the population of the capital were in need of a breath of country air.

With each passing decade the fair increased in size. This event was by now a major attraction in the capital. It was inevitable that a host of hucksters and entertainers would encroach the May Fair celebrations.

With each passing decade the fair increased in size. This event was by now a major attraction in the capital.



Tents and booths covered the green fields just north of Piccadilly. Londoners flocked in their masses to amuse themselves on the roundabouts and swings. They tried their luck at the gambling tables, sampled sausages, gazed open-mouthed at the tricksters who enticed them to part with their money. Jugglers and Indian rope dancers performed thrilling routines to spectators' amazement. It was evident that the lower social classes would attend the May Fair.

Prostitutes dressed in provocative attire offered their services to prospective clients, as pickpockets mingled with the huge crowds for their ill-gotten gains.

The May Fair closes down

The popularity of the fair continued unabated in the first half of the 18th century. However, its bad reputation had angered wealthy local

residents who complained the tone of the neighbourhood was being brought into disrepute. As the development of Mayfair encroached onto grounds of the fair, the consensus of opinion was to banish the fair out of existence.

When Queen Ann (1702-1714) came to the throne, a wave of puritanism swept through the country. The sovereign thoroughly disapproved of such a disorderly crowd meeting within half a mile of her residence, St James's Palace, where the noise of the revellers could clearly be heard in her private chambers. The authorities took action to prevent undesirables from entering the fair ground. Despite these threats the fair continued unabated. Legal action was eventually taken against the proprietors of the May Fair. Litigation concluded



THE MAY FAIR IN 1716



that the fair could be suppressed but not completely abolished.

The end was nigh

The May Fair was eventually brought to an end in 1764. Great Brookfield was covered over by new developments, including Shepherd Market, a construction of an indoor market which included quaint shops, butchers and book sellers.

The old fairground sellers tried to set up their booths, stalls and sideshows in the adjacent streets. Slowly, the fairground sellers faded away into the mists of time. The May Fair had given its name to the area, as the two words were joined together as one word. The area was now known as Mayfair. An English heritage plaque in Trebeck Street recalls the site of the May Fair. ■

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





Eugeniusz Niedzielski, Don Turrell and Dorothea Barron attend the Edinburgh Military Tattoo.



Eugeniusz Niedzielski laying a wreath at the statue of Lieutenant General Stanislaw Maczek.



WWII veteran Don Turrell at a Cameronian Memorial.

Taxi Charity for Military Veterans End Memorable Scottish Tour with the Edinburgh Tattoo

The Taxi Charity concluded a special visit to Scotland, alongside three WWII veterans, with a spectacular night at the Royal Edinburgh Military Tattoo.



Edinburgh Tattoo.

TAXI CHARITY for MILITARY VETERANS

W WWII veteran Don Turrell, who served with the Cameronians, called the Tattoo “the icing on the cake after an unforgettable trip to Scotland.” He said, “It was breathtaking – from the stirring opening to the grand finale. When the pipers emerged through the smoke, I thought the procession would never end – it was magical.”

The 10-day trip to Scotland was inspired by Don’s dream to visit places that had both family connections and held strong memories from WWII. The tour included

Glasgow, Edinburgh, Hamilton, Campbelltown, Fort William and Duns and Kelso. The veterans, drivers and volunteers received a wonderful welcome wherever they went.

The three cab drivers, Colin Mills, Paul Cook and Dean Euesden, each completed over 1,400 miles on the trip and had separate itineraries to ensure that the centenarians Don, Dorothea Barron and Eugeniusz Niedzielski, could visit the places and areas that were personal or significant to their lives during WWII.

During the tour, Don visited the Cameronians Museum and the Ben Nevis Distillery. Dorothea, who was a visual signaller in the WRNS, returned to the site



Don Turrell and Eugeniusz Niedzielski with the Jedburgh Pipe Band.

of her former barracks at Port Edgar, now a housing development. She had a tour of Campbelltown and visited the Springbank Distillery too. Eugeniusz, who served with the 1st Armoured Polish Division, spent precious time with the Polish Community in Edinburgh, attended a Catholic Mass and a memorial service to his fallen comrades.

Paul Cook, Vice Chairman of the Taxi Charity for Military Veterans, said: "This trip has given veterans the chance to return to places of deep personal meaning from their wartime service – and they've enjoyed every moment."

100-year-old Don summed up the group's feelings, saying: "It's been absolutely wonderful – and I'm coming back next year."

Colin Mills, Chairman of the Taxi Charity, said: "This trip to Scotland was inspired when

Don quietly shared with me that his last wish was to return there. We were determined to make it happen – and in doing so, we've not only fulfilled Don's dream, but also the heartfelt wishes of Dorothea and Eugeniusz."



Dorothea Barron.

JOHN POW



Taxi Charity volunteers Callum Reid and Keely Allen with Don Turrell.

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. It is the only Forces charity that focuses on providing fun and entertainment and arranges free trips (for veterans from all conflicts) to the Netherlands and France for acts of commemoration and days out to museums, concerts, and social events across the UK.

The charity received the Queen's Award for Voluntary Service in 2021 and celebrated its 75th anniversary in 2023, a remarkable milestone for a small, niche charity operated by enthusiastic volunteers.

In 2024, the charity took veterans to Normandy for the 80th anniversary of D-Day and commemorated the 80th anniversary of Operation Market Garden in the Netherlands in September.

In May 2025, the charity returned to the Netherlands for the 80th anniversary of Dutch Liberation and in June they will take a group of veterans to Normandy for the 81st anniversary of D-Day.

Destination X

From London pick-ups to BBC adventurer: Cabbie Daren Parr's journey

London driver Daren Parr, 59, has spent more than two decades navigating the streets of the capital. But earlier this year, the veteran driver swapped Heathrow pick-ups for the mystery bus on BBC's *Destination X* and found himself on one of the biggest adventures of his life.

Daren, who has been a taxi driver for 21 years and has also volunteered with the Taxi Charity for Military Veterans for the past 12 years, recently stepped up as a trustee. "I see it as giving something back to those who sacrificed so much for this country," he says.

For Daren, the experience was as much about people as places. "Rob Brydon was a great bloke, very witty and down to earth. I had the best rapport with surfer Ben, who loved to hug a tree! We were so different I asked for wine gums, he asked for Himalayan sea salt but we became instant friends."

Although he left the bus in Monaco after misreading a clue, Daren was thrilled to reach the semi-final. "I didn't deserve to win, the others were much sharper but to get that far was brilliant. And honestly, I don't know how they would have squeezed me into one of those sidecars for the final!"

His highlights included the breathtaking scenery of Austria, which he hopes to revisit with his wife Jacky P, though he admits a night in the eerie Moosham Castle was one adventure he won't be repeating.



Daren Parr with Jacky P.



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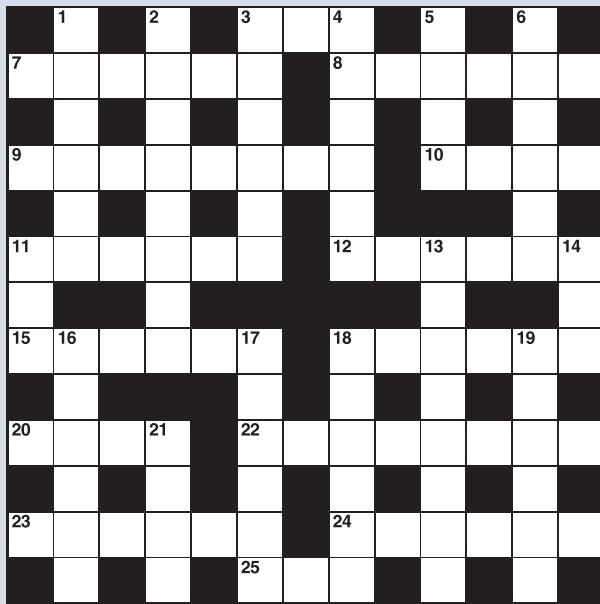
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Crossword



Puzzler Page



ACROSS

- 3 Cooker top (3)
- 7 Food multinational based in Switzerland (6)
- 8 Modern car safety feature (3,3)
- 9 Place for treating the sick (8)
- 10 Hereward the ___, Anglo-Saxon rebel leader (4)
- 11 Church officer (6)
- 12 Sings in an Alpine way (6)
- 15 Tracked, pursued (6)
- 18 Lay waste, destroy (6)
- 20 Native of a landlocked Balkan republic (4)
- 22 Person who likes to go about naked (8)
- 23 Person who puts the ball in the net (6)
- 24 Did as told (6)
- 25 Male relative (3)

DOWN

- 1 Develop into (6)
- 2 Uncharacteristic (8)
- 3 Charlton ___, actor associated with biblical epics (6)
- 4 Sea area north of Rockall (6)
- 5 Crest of a hill (4)
- 6 Wild dog-like animal (6)
- 11 Bespeckle (3)
- 13 Marital break-ups (8)
- 14 Make a legal claim (3)
- 16 Employment bureau (6)
- 17 Restaurant patrons (6)
- 18 Allowance (6)
- 19 Streamed, spurted (6)
- 21 Tree trunk covering (4)

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.

		∇		
	<		>	
		∧		
		<		3
		>	<	1

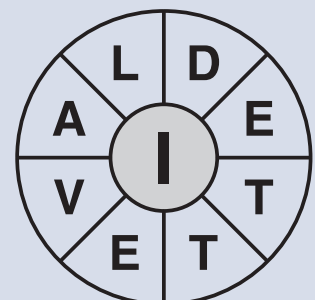
Sudoku

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

Wordwheel

How many words of four letters or more can you make from this Wordwheel? Each word must use the central letter, and each letter may be used once only. At least one nine-letter word can be found.



For answers go to page 30



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Email _____ X _____

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Suburban badge sector numbers _____

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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 ☐

Do you hold a current and valid TFL licence to drive a taxi? Yes ☐ No ☐

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





Restaurant Review

Baba's Kebab House – 264 Sherwood Avenue, Sidcup, DA15 9JN.

There are probably now more kebab restaurants and take-aways in London than any other type of food. Invariably they fall into three categories.

The first is the atrocious ones that sell the same factory-produced kebabs on a stick which are normally only bought late at night by those too drunk to know or care how awful it is. The next category is the high-end, high priced places, who invariably don't mention kebabs, even though that's what they sell. They theme themselves 'Turkish' or 'Mediterranean' where even in these types of places the food can still be hit or miss. The third category is the family-owned restaurants who prepare their own food. To them it's all about the quality and taste of their food and unfortunately there are only a handful of these scattered across town. Nowadays, it's a case of having local knowledge to know where these gems are located.

Through a recommendation I have just found one of the best. A recently refurbished and reopened *Baba's*, situated on Sherwood Park Avenue,

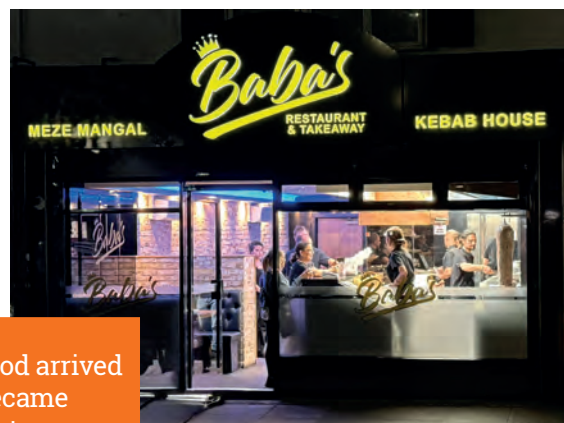
Sidcup, just off the A2.

I popped by on a Wednesday evening and the long queue waiting for takeaways was a good indicator of how popular this place is becoming. We decided to eat in and four of us squeezed into a booth and surveyed the menu.

Because the menu was so extensive for such a small place, we opted for Baba's platter to share.

When the food arrived it quickly became apparent that we should have brought more people, because the platter was huge! It consisted of lamb shish, chicken shish, lamb kofte, lamb ribs, lamb chops, chicken wings and

When the food arrived it quickly became apparent that we should have brought more people, because the platter was huge!



doner kebab. All of it, but particularly the lamb chops, was cooked to perfection. Only two of us could manage a dessert and I was reliably told the baklava and tiramisu were as good as the main course.

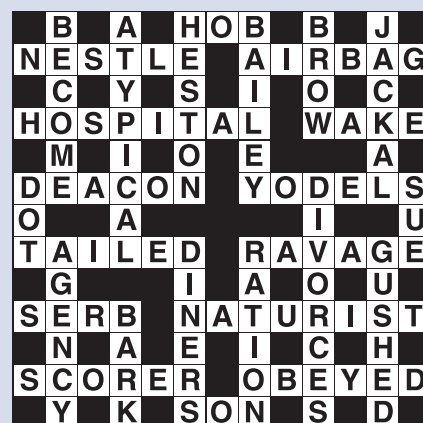
If you live in this part of town or are coming through the A2 on your way back from the coast, *Baba's* is directly opposite the big Audi dealers and well worth the detour to!



Puzzler Answers

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Puzzler



Sudoku

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

Futoshiki

5	1	4	3	2
		∇		
4	2	3	1	5
				∇
2	<	3	>	1
		∧		
1	4	<	5	2
				3
3	5	>	2	<
				1

Wordwheel

Solution: LEVITATED

All words: Aide, alive, avid, dative, detail, deviate, devil, dial, diet, dilate, diva, dive, edit, elide, elite, evil, idea, ideal, idle, laid, levied, levitate, lied, live, lived, tail, tailed, tidal, tide, tied, tilde, tile, tiled, tilt, tilted, title, titled, valid, veil, veiled, vial, vied, vile, vital, LEVITATED.

Word targets: Excellent: 40, Good: 33, Target: 24, Kids: 19

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