

**COULD THE KNOWLEDGE
PROTECT DRIVERS FROM
ALZHEIMER'S?** NEWS Page 3

2025 LOOK AHEAD
PAUL BRENNAN Pages 6 & 7

**THE COLOURFUL LIVES OF
CAMDEN'S CHARACTERS**
PHIL BROWN Pages 16 & 17

TAXI

21st January 2025 #578



LTDA RANK UP PRESSURE FOR ACCESS AT EUSTON

SEE PAGES 5 & 7

Gett.

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How does it work?

1

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2

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3

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target, as our system will only
record completed jobs.

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21.01.25

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Manson Group, St Albans

Published on behalf of the LTDA by



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TAXI AND AMBULANCE DRIVERS LESS LIKELY TO DIE FROM ALZHEIMER'S

Taxi drivers and ambulance drivers, whose jobs require frequent spatial and navigational processing, have the lowest levels of death due to Alzheimer's disease compared with other occupations, according to a study published in the British Medical Journal (BMJ).

Whilst the findings which are observational can't confirm a direct link, the researchers say they raise the possibility that memory intensive driving occupations, such as driving a taxi, might be associated with some protection against Alzheimer's disease but more work is needed to understand the link.

The research published in the BMJ found that whilst the trend was not seen in other related jobs, like driving a bus or piloting an aircraft. It was also not seen in other forms of dementia, which according to researchers "suggests changes in the hippocampus region of the brain may account for the reduced incidences of Alzheimer's." Previous studies have shown that the hippocampus area of the brain is enhanced in London taxi drivers compared to the general population.



PETITION SAYS NO TO BLACKWALL TUNNEL TOLL

Louie French MP has warned that the user charges that will be applied to both the new Silvertown and existing Blackwall tunnel could result in some drivers paying up to "£35 to £40 each day" to get to work. The Conservative MP for Old Bexley and Sidcup has outlined how some drivers would have to pay the tunnel toll, the £12.50 ultra-low emission zone levy and the £15 congestion charge if they entered central London in a ULEZ-non-compliant vehicle. Mr French has launched an online petition calling on London Mayor, Sir Sadiq Khan, to scrap the Blackwall tunnel tolls specifically, which has already been signed by 6,500 people. The Petition can be viewed and signed here: <https://www.louiefrench.org.uk/campaigns/say-no-blackwall-toll/>

Mr French said the Blackwall tunnel tolls were "likely to impact over 100,000 drivers in the east and south-east of London every single day". He has warned of a "congestion nightmare", as drivers seek to avoid paying the tolls by diverting through the Rotherhithe Tunnel or travelling via the Dartford crossing on the M25 motorway.

At the same time, Bexley Council has described feeling "ignored" by Transport for London (TfL). The Council claims that TfL failed to address concerns they raised over the proposed charges before approving them. Under the charging system, low-income drivers in 12 boroughs in East and South East London will receive a 50 per cent discount and small businesses and sole traders registered in Tower Hamlets, Newham and Greenwich are also set to benefit from a £1 discount for at least a year. Bexley Council has criticised the fact that the £1 discount for local businesses will not cover Bexley, arguing that the charges would put an extra burden on small businesses in the borough that rely on cars and vans.

SILVERTOWN TUNNEL TO OPEN IN APRIL

Transport for London (TfL) and Riverlinx Limited, the consortium designing, building, operating and maintaining the new Silvertown tunnel, have confirmed that new river crossing is planned to open on 7th April 2025. The user charges for the new tunnel and the existing Blackwall tunnel will also come into effect the same day, but London licensed taxis will be exempt from the charges.



BLACK CAB MANUFACTURER LEVC TO AXE 30 JOBS

At the end of December, black cab manufacturer, LEVC announced plans to cut 30 jobs at its Ansty plant near Coventry. The company announced it was launching a voluntary redundancy programme "in response to market conditions". A spokesperson for LEVC said: "...LEVC is implementing a voluntary redundancy programme to reduce its workforce by 30 people, adjusting its production and logistics staffing levels. This prudent decision reflects the need to react to external headwinds and further prepare the business as it implements the next phase of its strategy, to become a leading zero-carbon mobility company."



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Pressure Growing for Change at Euston

We were able to get both BBC London and ITV London to shine a spotlight on the issue and put pressure on TfL to find a solution.



January for alleged motoring offences. Both of these members were due to go away between Christmas and New Year and not return till after the court date.

Out-of-hours service

The motoring offences were dealt with by a paralegal, who notified the courts involved securing adjournments in both cases, giving us time to prepare defences, and our members the time to enjoy their holidays, without the stress of trying to sort something like this on Christmas Eve.

One of our lawyers was able to speak to the police over the property left in the cab and arrange an appointment for our member to attend an interview at a police station in the New Year. We will attend and represent his interests and hopefully get it all cleared up, as it is now looking like one big mistake and confusion. The member had been liaising with the owner of the lost property, they had his number, he had called them, but because he had not instantly returned it, they had reported it stolen!

Moral of the story and best advice I can give to anyone who finds themselves in a similar situation would be that if someone is not prepared to be reasonable, pay the fare for returning it, or insists on it being returned to Timbuktu at 3am, hand it in to a police station, get a receipt and it's no longer your problem, it's theirs.

Elsewhere, the member in custody was released after another one of our lawyers had attended the police station and represented his interests during an interview. The member went home to start his Christmas whilst our legal team spent the day visiting venues and securing CCTV, and other evidence, that could prove crucial in the unlikely event our member is charged with any offence, eventually going home themselves late in the evening.

I know, I constantly say it, and will no doubt repeat it many more times in 2025, but the skill, expertise and sheer dedication of our legal team is incredible, they are the best anywhere!

Happy New Year and be lucky!

LTDA

Steve's comment

We started 2025 highlighting the ongoing issues with accessing the Taxi rank at Euston. In the run up to Christmas there were huge queues and delays for passengers with cabs stuck in the crazy congestion caused by roadworks and still struggling to access the station.

Euston media pressure

The first week in January was obviously much quieter at Euston passenger wise so the problems weren't as clear, but it was also a slow news week, so we were able to get both BBC London and ITV London to shine a spotlight on the issue and put pressure on TfL to find a solution.

Reporters spoke to drivers about the issues they were facing and we also showed them the ridiculous diversions and dangerous U-turns required to access the station. We wait to hear more from TfL in hope of finding a better way forward.

A busy Christmas

On Christmas eve, when most of us were winding down for the Christmas break, we had two members involved in serious incidents, both of which were



totally beyond the control of the cabbies involved.

One member called us at 9am informing us he had been in police custody since the previous evening, because he had not kept either his membership card or a record of the emergency 24hr legal assistance number. There is a lesson to be learned there. Another called called us at 10am with the police at his door over an allegation of theft over something left in his cab.

We also had another two members, who had received an early Christmas present from the CPS in the form of what used to be called court summonses, and are now called a 'postal requisition', to attend court in

"When it comes to lost property if you are struggling to get it back to someone, hand it in to a police station, get a receipt and it's no longer your problem, it's theirs."



What's Coming Up in

The Action Plan should focus on stopping the decline in taxi drivers and safeguard our future. but whatever happens, the first thing it must ensure is that we get access, access, access.

Top rank

It's a new year, our bellies are probably a little bit bigger than before the New Year, our wallets and bank accounts a little bit emptier and of course the tax man wants some of our hard-earned money at the end of this month.

So, what will be some of the things on the agenda that we will need to be mindful of as we go through the year?

The Mayor's Action plan

The Mayor is due to release his new action plan for Taxi and Private Hire. If his track record is anything to go by, the plan is not likely to be good. The period that the last action plan covered ended with record numbers of private hire cars and drivers on London's shrinking and congested roads and saw a huge decline in the world's best taxis and taxi drivers.

It's imperative that this new action plan reverses this disastrous outcome and isn't just a plan to remove all diesel taxis at any cost and to subject our trade to even more unnecessary bureaucratic nonsense. We've been working hard to make sure it delivers or at least doesn't harm us. It has been reported that the plan should focus on stopping the decline in taxi drivers and safeguard our future. I'm still sceptical that it will, but whatever happens the first thing it must ensure is that we get access, access, access.

The recent motion in City Hall was a good step in the right direction and it's time for the unelected bureaucrats in TfL and within the Mayor's top team to heed the thoughts and sentiments of the London Assembly Members who spoke in the debate, including Neil Garratt, Leader of the GLA Conservatives, Conservative transport lead, Keith Prince AM, Labour AM and Transport Committee Chair, Elly Baker, and Lib Dem transport lead, Hina Bokhari AM. We also



organised a joint letter signed by various groups from across the trade, highlighting the importance of getting the Action Plan right, which was sent to the Mayor and presented in-person to the TfL Commissioner, Andy Lord and Deputy Mayor for Transport, Seb Dance.

TfL policy update

TfL's interpretation of the DfT statutory standards for taxi and PHV drivers has continued to be very detrimental to our trade.

Some ridiculous policies have been implemented most notably the treatment of motoring convictions and penalty points. This has resulted in more and more drivers receiving fitness to be licensed letters and facing suspension or worse still having their licence revoked. It's not just TfL that has made such changes. Up and down the country, both taxi and private hire trades have questioned the logic and called for a more sensible approach going

forward. With government talk of national minimum standards gaining momentum, we will be working to ensure that any such standards introduced are the right ones and don't do more harm than good.

Euston station debacle

We highlighted the issues with the current access to the station long before it was implemented. Last year ended with a few possible alternatives of how we access the station being mooted. All either

2025?

I'm still sceptical it will,

"Stopping the leak before fixing the issue is just as important and every effort must be made to do that first."

to see what happens with TfL committing to 'work with us' to find solutions.

Update to the Knowledge

We always need new blood in the trade. Small changes like the soon to be implemented 'set list' of points, designed to stop Knowledge candidates being asked, the ridiculous, impossible to know and particularly the never need to know, are believed to be a good way of making the Knowledge more palatable to the next generation. Any changes must be done without dumbing down the Knowledge – retaining the Gold Standard that we all did and that helped ensure we are the world's best.

We also need to retain those already within. Stopping the leak before fixing the issue is just as important and every effort must be made to do that first.

Financial assistance

The Taxi Plug-in Grant had a reprieve last year when it went from £7.5k to £6k rather than

being scrapped altogether but it was only a one-year reprieve and a further decision on it continuing past April 2025 is now due.

We also need to continue looking for alternative taxi finance deals and insurance deals so drivers can firstly afford to stay in the trade and then have the ability to upgrade their taxi. Plan Insurance announcing they will no longer be offering taxi insurance has made that task even harder. That announcement along with the government also announcing just before Christmas that they will not be removing VAT on wheelchair accessible taxis, was a double blow to the festive season.

Road schemes

This year should see the trial reinstating access at Bank Junction come into effect, although we are hearing that it may be delayed beyond the original proposed implementation date of May due to elections in the City.

Also in the City, many of you will remember the previous Beech Street scheme, in which almost half the trade – those driving a TXe – had unfettered access, whilst the remainder did not. This was because Beech Street was designated a 'zero emission street'. That scheme was terminated for several reasons, most of them not very complimentary to those

who brought it in. They've clearly licked their wounds and got back into the saddle with a new scheme - with ideas to either introduce restrictions on through traffic on Beech Street in both directions, except for buses, cycles and access to the car parks and exits on Beech Street and the Barbican Centre. Or they might make Beech Street one way eastbound, except for buses, local access and cyclists. Concerningly, exemptions for taxis will only be considered prior to any change being implemented.

Consultations

This is why it's important that we all respond to consultations that will potentially impact how we work, whether on road schemes or the tariff we charge. It still amazes me how few drivers respond to the fares consultation each year. We are heavily outnumbered by others who respond, yet it literally determines how much income we may have. If you make one new year's resolution, make it a commitment to respond to consultations, just like cyclists do in their thousands, and look at what they achieve.

Let me wish you all a very prosperous New Year and let me assure you all at the LTDA will be working hard on all these issues and many more to protect you and our trade as we go through 2025. ■ LTDA

didn't solve the problem or would be so difficult and costly to do, so that they simply won't happen. Whilst it may not be the 'perfect' solution, giving us the left turn back into Churchway is the most feasible, any other option is pointless. We highlighted this whilst handing out flyers to disgruntled passengers at Euston in the busy run up to Christmas, and in media interviews the first week in January to put pressure on TfL and the other decisionmakers involved. We wait



Beech Street



Sign-up to Work at This Year's F1 British Grand Prix



Don't miss out on your chance to be part of the Formula 1 2025 British Grand Prix at Silverstone this July!

Streets ahead

Love Formula 1 and want to be part of the action? Always dreamed of being an F1 driver? Well now you can be...sort of.

The LTDA is once again offering members with TX electric taxis the chance to work at the heart of the F1 British Grand Prix at Silverstone and gain access to this exciting event.

The event

After the success of the taxi shuttle service at last year's British Grand Prix event, the LTDA have been approached by the organisers for the fourth year to arrange a team of drivers to assist at Silverstone over four days: Thursday 3rd, Friday 4th, Saturday 5th and Sunday 6th July 2025.

Last year, the F1 organisers and race teams praised the taxi drivers for going above and beyond to assist with whatever was asked. Everyone was extremely impressed with service they provided.

We are now looking for even more drivers to deliver an unrivalled VIP service to Silverstone's exclusive clientele.

Requirements

As in previous years, they require plain black TXs with no liveries or logos. Only drivers with TX zero emission capable taxis are eligible to apply, as the transport provided by our cabs is part of F1's commitment to reducing their carbon footprint.

If you are a Formula 1 fan, this is a fantastic opportunity to be right at the centre of the action. The organisers want spotless cabs, smart drivers (white shirt, black trousers etc) and, as the Americans say, a 'Can Do' attitude!

The work

This is work paid at a set daily rate and drivers will have the luxury of watching the event, including the races and entertainment, between shuttle runs on all four days. Drivers will also have access to a free fuelling site, free EV charging and even complimentary food and drink. You can see the full event



line up on the Silverstone website at <https://www.silverstone.co.uk/events/formula-1-british-grand-prix>

The chosen cabs will be required to be on site all day and the shifts will be 12 hours each to run a shuttle service across various site locations providing transport for the F1 drivers, crews and celebrities attending this global event. Some passengers will be going directly to the pit lanes, and those driving them will get pit access!

Please do not apply unless you are an LTDA member and can commit to a minimum of two full days.

There will be an option to camp on-site with shower and toilet facilities. This is available for the duration of the event should you wish to camp. This will need to be pre-arranged through the team at the LTDA. Otherwise you will need to be prepared for the very long drive back and forth to Silverstone, or arrange accommodation nearby.

How to apply

Please note that all applications will be placed into a ballot and drivers will be picked at random, with successful applicants contacted directly to ensure that everyone gets a chance to be part of this exclusive and exciting event.

To apply and be entered into the ballot, please fill in the online form at the link below or scan the QR code. You will need to select the days that you are interested in working at the event: <https://ltda.victoriaforms.com/Viewer?FormName=LTDA%20Silverstone%202025.wdf>

Please note that applications will only be accepted in this format.

Applications close Monday 3rd March 2025 and those selected via the ballot will be contacted

by Friday 14th March 2025 with more details.

LTDA



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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!**

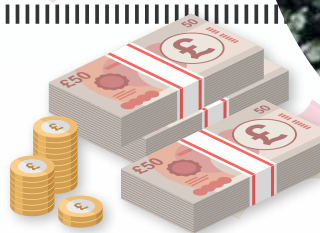
CONGRATULATIONS MR CLIFFORD LEE!

The latest LTDA lottery winner is Mr Clifford Lee. Clifford has been a member of the LTDA since 2012 and he's been entered into the lottery ever since. He recommends that all members sign up to be in with a chance of one day getting a call with the good news like he did!

Clifford will enjoy the unexpected £5000 winnings, although he hasn't decided how to spend them yet. We know he will put it to good use and wish him all the best.

LTDA LOTTERY

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



LTDA Executive, Anthony Street, handing Mr Clifford Lee his cheque for £5000

ENTER **LTDA** LOTTERY BELOW



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

CABMEN'S SHELTER CHRISTMAS CHARITY FAIR

On Friday the 13th December the annual Christmas Charity Fair in aid of Great Ormond Street Hospital for Children took place at the Cabmen's Shelter in Wellington Place, St John's Wood, facilitated by TAXI contributor, Phil Brown.

Phil, who has been fundraising for the hospital for the past 20 years said:

"I would like to thank volunteers Angela, Farr and André who runs the cab shelter.

"Thank you also to cab drivers and the public who donated to the hospital. We had a good day under a cloudy sky, and it was nice to see some familiar faces."



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FUNDING FOR 'FLYING TAXIS' RUNNING SHORT

Several of the leading companies working to deliver on the promise of 'flying taxis' in Europe are under financial strain as they struggle to find new investors and meet the spiralling cost of developing Electric vertical take-off and landing (EVTOL) aircraft and getting them approved by regulators. Germany's Volocopter had promised its EVTOLs would be transporting passengers around Paris for the 2024 Olympic Games but failed to deliver. According to Bloomberg, China's Geely, which owns black cab manufacturer LEVC, is in talks to take an 85 per cent stake in Volocopter in return for \$95 million of funding, in a deal which would potentially see any future manufacturing moved to China.

Another German firm, Lilium, entered insolvency proceedings in November 2024 after "burning through cash" in their efforts to create a unique EVTOL with the ability to swing between vertical lift and forward flight.

MASSIVE INCREASE IN POTHOLE-RELATED BREAKDOWNS REPORTED BY RAC

On National Pothole Day, Wednesday 15th January, the RAC reported that breakdowns increased almost a fifth (17%) in the last three months of 2024, compared to the previous quarter. Between October and December, RAC patrols assisted 4,709 drivers with damaged shock absorbers, broken suspension springs or distorted wheels, with such callouts most likely to be caused by wear and tear from defective road surfaces.

According to RAC data, there were 669 more callouts in the last quarter than the 4,040 recorded in the third quarter of 2024. In the same winter period, almost four-in-10 breakdowns (39%) the RAC attended were a result of punctured tyres. This was the highest proportion of breakdowns caused by punctures in any quarter during 2024.

Data from garages analysed by the RAC also showed that the cost of repairs was on average, £460, when it involves anything more serious than a puncture. This is 43 per cent more than the average pothole compensation claims paid out by councils to drivers in 2023, which sat at £260 per claim, according to FOI data.



Meanwhile, it was revealed that Transport for London (TfL) has paid out £2 million in pothole compensation schemes over the last three years. TfL awarded £1.7m in 2022-23 which was a huge increase on the £310,000 paid in compensation the previous year.



A40 WESTWAY

On weekends from Friday 3rd January to Monday 17th February 2025, the A40 Westway will be closed eastbound between the Westway roundabout and Marylebone Flyover. The closure takes place at weekends only from 10.00pm on Fridays to 5.00am Mondays to allow for critical safety improvements.

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TAXI and LTDA Member Mail

Subject: Cabbie goes above and beyond to help the homeless

Hi there,

I wanted to take a moment to share a heartfelt thank you for the exceptional service provided by one of your drivers, Donald Slattery (Badge Number: 72419). On the 17th of December, I was carrying out my yearly run of feeding the homeless in Waterloo and Victoria. As you can imagine, transporting hot meals can be quite a challenge, but Donald went above and beyond to assist. He collected me from the Fish and Chip shop in Bermondsey and, without hesitation, helped distribute 60 hot meals to those in need. What truly stood out was his generosity – he refused to accept any form of payment for his time and efforts, even though the work was quite demanding.

This is an aspect of your drivers' dedication that the public doesn't often see, and I felt it was important to highlight. Donald's kindness and willingness to help in such a meaningful way made a real difference, and I am truly grateful for his support.

Please pass on my thanks to Donald for his incredible service.

Kind regards
Mick Kiely

THANK YOU!

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CABBIES INVITED TO ATTEND STONE SETTING TO COMMEMORATE AL FRESCO

Alan 'Al' Fresco's family invite members of the cab trade to join them for a stone setting to remember their beloved father and grandfather and a well-known and well-liked cab trade personality.

Hi all,
The stonemasonry to honour Al Fresco will take place on Sunday 27th April 2025 at 9.45am at Western Cemetery, Bulls Cross Ride, Cheshunt, EN7 5HT.
He loved a crowd so it would be nice to see you there.

Thank you.
Danny Fresco





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The Fight Back Against Uber & Co

I found **ABC Taxis** overwhelming local presence intriguing. Clearly their approach was to swamp the market with cabs and provide a tip-top service and it seemed to be paying off...

International correspondent

Belated Happy New Year! Hope you all had a good start to the new year, despite this traditionally being a sluggish season.

My recent ultra-short visit to the UK for my wife's God Daughter's wedding at Norwich Cathedral at the end of December, provided me with some good cheer courtesy of local *ABC Taxis* and it got me thinking about wider trends we're seeing in the trade across Europe.

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'Would you put your daughter in an Uber?'

Norwich was remarkable for another reason, apart from the wedding. Not that it is not a lovely town in its own right, but because of the friends from Brussels I was with and what I learned from them. One of them, knowing my taxi and mobility background, once asked me, many moons ago, whether I would advise him to let his daughter take a Brussels Uber. "Never, ever", I said. "Not on your nelly." I explained why: questionable driver quality, lack of reliable ID-checks on drivers and the difficulty in getting a follow-up, in case something went wrong during the trip.

At the time, taxis were and still are regulated centrally in Brussels and any passenger complaint is taken seriously by the Brussels taxi regulator. Back then PHVs were not regulated centrally but have since been brought under the same regime. They're all called taxis and can be identified by their TX-numberplates. Only some can officially use taxi ranks. Others I would call PHVs, even though they are supposedly 'taxis'. Leading local cab company, Taxis Verts (in the old days Brussels taxis all had names



Taxis Verts in Brussels found a successful quality answer to platform-competition mixing taxis and PHV's.

relating to colours, like Taxis Bleus, Taxis Orange) takes full advantage of using a mixed fleet of taxis and PHVs and interestingly uses UK tech: fleet management system, Sherlock.

How can we work for 60 Eurocents?'

Perhaps things Uber-wise have changed now, but I personally wouldn't risk putting my non-existent daughter in an Uber. Besides, why would you engage with a company that made its way into most marketplaces completely illegally and sees its drivers as lemons, to be squeezed at will.

The number of demonstrations by disgruntled drivers at the Brussels and Amsterdam HQ's is increasing. Just over a week ago, Amsterdam

Uber-drivers protested at Uber's Netherlands and European HQ, complaining about their incomes which only went in one direction – downwards. "How can we work for 60 Eurocents (£ 0.50) per kilometre?"

As is usual for these demonstrations, Uber hides from the protestors and the Uber-offices in both cities seem suddenly hermetically sealed. The 100 or so Amsterdam drivers were only allowed to deliver their written grievances. No chance of a meeting. Yes, Uber might talk to them, 'sometime in the future', it said. So off they went and continued doing their 60 Eurocent trips.

'Trip Radar'

Oualid, the taxi driver who drove me back home from Taxis Verts

HQ in Brussels, only has good words for his work as a taxi driver at the company, especially because he and a colleague initially wanted to start working for Uber. "But the huge income they conjured up at a meeting for drivers was really unbelievable. And the more I experience Uber, also from colleagues, the more you get the feeling that you are being squeezed by them. Many drivers are constantly looking at their app, waiting for the next ride. Now they have just introduced 'Trip Radar', where drivers are shown multiple rides at the same time, which they can accept or not. That increases the pressure on the drivers even more."

Oualid decided to continue as an independent taxi driver instead. He has been working for Taxis Verts



Oualid is glad he joined Taxis Verts instead of Uber's 'unbelievable promises'.



ABC Taxis not only serves Norwich but also regional Norfolk, like here in Little Great Plumstead.

for a few years and when I ask my classic question whether he can earn a good living there as a taxi driver, no complaints come, only positive words. *"And our fleet management system gets us a lot of work,"* he noted.

'My Uber didn't show up'

Anyway, back to Norwich, the friends I mentioned before, were aware of my Uber-allergy. So, when one of them came back

late from a hairdresser just in nick of time for the wedding, she exclaimed – before she noticed me sitting in the corner – *"My Uber didn't show up."* Then she saw me and said, *"Oh, I hadn't noticed you. I bet you are happy to hear that."* Yes, I was.

I had told her previously why I've never taken an Uber. Then she admitted she had ended up having to call a cab. *"It was there in five minutes."* This, by the way, wasn't the first time

an Uber didn't show up during my short visit to Norwich. I wonder whether they were very short of drivers, or had given up completely on Norwich, because several people – not necessarily wedding-guests – complained of Uber-drivers leaving them in the lurch. Did they have better jobs to pick up? Or was Uber in Norwich clearly overwhelmed? Interestingly, a number of people, locals and wedding-guests alike, had given me the

company name and number to call: *ABC Taxis - 'Norwich and Norfolk's Largest Taxi Service.'* And none of the many taxis we ordered showed up late. Some were even early and didn't mind waiting five minutes.

Sharing a united vision

I found their overwhelming local presence intriguing. Clearly their approach was to swamp the market with cabs and provide a tip-top service locally and regionally. I would have loved to ask them to what extent that strategy really paid off economically.

Some quick research showed that in November 2022 the company – then 350 driver-partners and cabs strong – was taken over by Wales-based company *Veezu*, and is now truly the leading local company, together with *Goldstar Taxi*, also part of *ABC Taxis*. A few quick chats with their drivers, revealed that the company now operates around 500 cabs in the area, all steered by an *iCabbi* fleet management system. The 25-year-old company was started by Simon Callender, now CEO, Dave Hall, and Paul Walker. Before the three came together in 1994, Dave Hall was a cabbie at *Beeline Taxis*, Paul Walker was at *Bestway Taxis*, and Simon Callender ran an antique shop. The three shared a united vision for an innovative taxi service and started *ABC Taxis*. So no lack of taxi industry intelligence there.

The company mainly uses small Hyundai and Toyota cabs, some of them hybrid with an eco-label. Sometimes quite a tight squeeze for four passengers. The company clearly promotes safety-conscious driver-behaviour. All passengers have to have their safety belts fastened, otherwise a signal sounds and the car stops. For all passengers to find their belts, particularly in the dark in the back seats, quickly became a hilarious party game.

I plan to write a more comprehensive column on how the international taxi trade – after a slow and hesitant start – has finally learned to fight back against the platforms. I will also share further positive examples of local taxi companies successfully competing against Uber from my recent interviews with two Belgian and one Maltese taxi company next time.

TAXI



Camden Characters

For my concluding article on Camden's heritage, I have chosen two characters from very distinctive backgrounds. Richard Cobden, a Member of Parliament, and Tom Sayers, a pugilist.

Footprints and Foundations

In previous articles I have documented Camden's expansion through the past two hundred years. Layers of its rich history are deeply embedded into the landscape. The narratives of Camden sometimes get lost in the mists of time, the buildings, canal and railways are still evident. They provide a tangible testimony of bygone days for curious observers who come to explore this neighbourhood.

The visitor's guidebook in this area directs the tourists to the popular Camden Lock. This is where a fusion of food and fashions are on display, enticing the onlookers to depart with their hard-earned cash. Rich aromas of international cuisine fill the atmosphere of this Camden quarter. This is street food in all its creativity, inviting the salivating throng to quench their hunger.

This week I take a look at the lives of two colourful characters who once walked Camden's streets. Richard Cobden and Tom Sayers' names may not be familiar to the readership, however in this article, I endeavour to uncover their illustrious lives.

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Richard Cobden (1804-1865)

At the southern end of Camden High Street, a statue of a Member of Parliament, Richard Cobden, sits high up on a plinth on the pavement on the east side. This honour was bestowed on Cobden for his contribution to promote free trade and alleviating the welfare of those at the very bottom of society, this became his life's ambition. Cobden played a pivotal role in British politics during the 19th century and was elevated by his peers to a statesman. He is best remembered for promoting free trade and repealing the Corn Laws. He started his working life as a calico printer in Sabden in northwest England and lived in Manchester. From an early age he became interested in politics and fought for a fairer society in which the salvation of the poorer classes would be at the centre of his political career.

Tom Sayers (1826-1865)

Camden has always been a place of colourful characters, whose memories are everlasting. An unlikely personality, who has been written into Camden folklore is the pugilist, Tom Sayers. There has always been a fascination in the relationship between boxers and the public. Tom Sayers was a larger than life individual, who was born in Pimlico into a large family. It is uncertain if Sayers ever attended school, he was barely literate. At the age of thirteen, he went to live with his sister and her husband, who was a builder. Sayers was employed as a brick layer for several years and is said to have worked on the construction of Kings Cross Station.

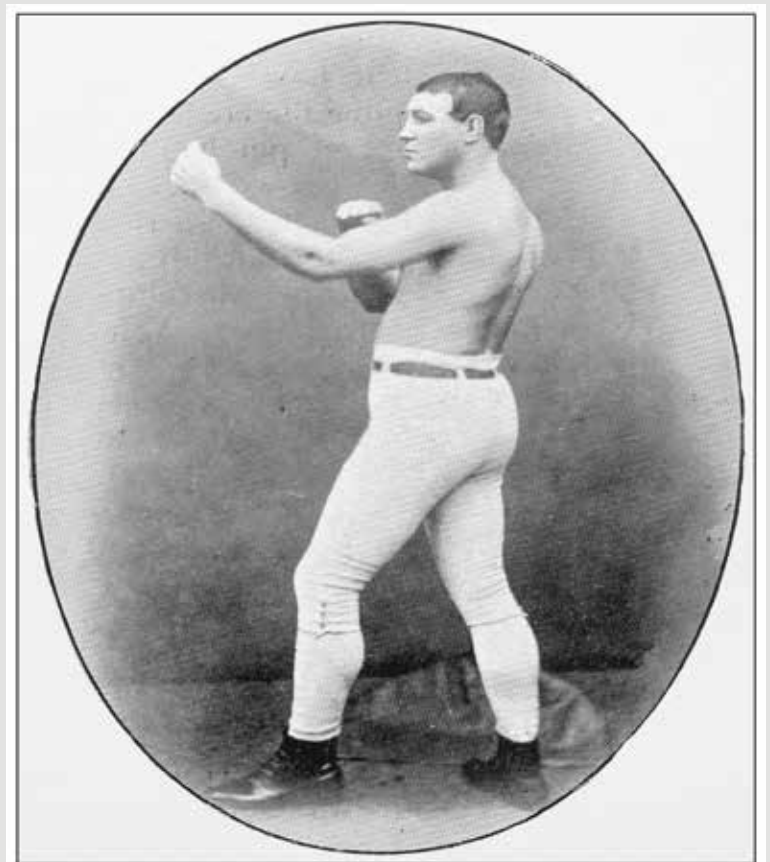
In the ring

Sayers was often involved in altercations with his fellow workmen. This led to many confrontations after the

working day had finished. The fights often took place in the backyard of public houses. Sayers would often knock his opponents into oblivion. It is from these forays that he decided to give up his employment as a bricklayer and enter the boxing ring, becoming a professional boxer.

At the age of nineteen, Sayers fought his first contest against Abe Crouch and won. He went on to have an illustrious career as a pugilist, which included twelve wins, one loss and three draws. During his career, he was crowned champion of England.

It was his last contest that captured the public's imagination. In 1859 a fight against the American champion, John Heenan, gained interest on both sides of the Atlantic. In the days before the introduction of the Queensbury Rules, fights could last for up three hours. These were the days of bare-knuckle fighters before gloves were enforced. n Sayers. Heenan knocked





The Corn Laws

In the timeline of historical events, the Corn Laws (1815) played a fundamental role in the distribution of food throughout the country in the 19th century. The Corn Laws were designed to keep corn prices high to favour domestic farmers. This included wheat, oats and barley which were major ingredients for most foods in particular bread. With higher prices at the bakery, bread became an expensive commodity. At this period bread was the staple diet of the impoverished whose sustenance depended on it. The Corn Laws also imposed duties on imported corn keeping prices artificially high.

Richard Cobden was now an established Member of Parliament for Stockport and was

an outspoken parliamentarian calling for repeal of the Corn Laws. He was an expert orator, who challenged Prime Minister Robert Peel and his fellow conservatives to abandon these unfair tariffs on corn. He argued that the people of Ireland were starving due to failed potato crops, whilst the poorer classes in Britain were denied their daily bread. Finally, in 1846, Prime minister Peel revoked the Corn Laws in recognition of Cobden's unrelenting opposition to these unreasonable laws. Cobden had won the day and became a popular politician who changed hearts and minds. Cobden has been honoured for his outstanding statesmanship in Westminster Abbey, where his bust can be seen.

Sayers down in the third and fourth round to the astonishment of the home crowd. When Heenan grabbed Sayers around the neck, mayhem followed with the patrons entering the ring. The police were alerted, when order was restored, the contest was declared a draw even though Heenan had clearly

won. This was to be Sayers last fight. In retirement Sayers went to America to perform in exhibition bouts in the circus. He eventually purchased the circus he worked for and brought it to England without much success. The circus fell into debt and was sold off at auction.

A grand funeral

Sayers had a grand funeral, which made its way along the Camden High Street in which a huge gathering attended to say farewell to an unlikely hero. The funeral carriage conveying Sayers to his final resting place in Highgate cemetery, stopped

briefly outside the house where Sayers had lived. The boxer owned a black mastiff dog named Lion, who travelled in the carriage behind Sayers coffin. When the dog died it was interned into the grave with Sayers and a stone replica was surmounted at the foot of the grave. Sayers and his trusted friend Lion were finally reunited. An English Heritage blue plaque adorns the house where Sayers had lived at 51 Camden High Street. The pugilist has left a lasting memory in this neighbourhood for perpetuity. **TAXI**



In my next article I will travel further north to the new location of Hampstead. A place that retains its village ambiance. If you are contemplating a tourist guide course or have any questions on London, please contact me via: journeythroughtime@hotmail.com



How to Reduce Your Energy Use

With energy prices rising, here are some top tips to reduce your energy use this winter and to keep your costs down.

Money matters

Energy costs rose for most households on 1st December, when Ofgem's energy price cap went up from £1,717 to £1,738 a year. The price rise will affect consumers on variable rate or default energy tariffs this new year.

Meanwhile, tens of thousands of pensioners will no longer be receiving the Winter Fuel Payment this winter after the new Labour government started to means-test the cash handout.

However, the power is still in your hands to reduce your household energy bill. There are numerous simple and effective ways to reduce energy consumption, stay warm, and save money this winter.

Program your heating system

Modern boilers can be programmed for the heating to come on at set times of day. This means you can keep your home warm when needed, but avoid wasting energy while you're out.

If you have a smart thermostat, you'll be able to change your home's temperature remotely from your phone. If each room in your home has a smart thermostat or smart radiator valve, you'll also be able to set different temperatures in different rooms.

Experts say the ideal temperature range for a home is between 18 and 21°C. Turning your thermostat down by just 1°C could reduce your heating bills by as much as 10 per cent.

Reducing the flow rate – the temperature your boiler heats up the water to before sending it to your radiators – on combination boilers to around 60°C can also cut heating bills, and you won't normally notice the difference.

Only heat the room you're in

If you spend most of your time in one room – your living room in the evening, for example – there is no need to heat the whole house.



If you have gas central heating the cheapest way to heat a single room is to turn off all the radiators, except the one in the room you're in.

Be aware that turning off the central heating completely to use an electric heater in one room is false economy. This is because electricity costs a lot more than gas and electric convector or fan heaters are very power-hungry.

Keep yourself warm

Instead of cranking up the thermostat, consider dressing in layers and wearing fleece at home. There are plenty of devices you can buy fairly cheaply to keep your body warm. These include heated gilets and jackets, handwarmers and hot water bottles.

Opening your curtains during the day to let in sunlight can also help naturally heat your home, especially if your windows face

south. Closing the curtains at night can help keep the cold out and trap warmth inside.

Seal drafts and insulate your home

One of the most effective ways to reduce heating costs is to minimise heat loss. However, cavity wall or roof insulation can be expensive to fit.

But sealing drafts around windows and doors is a lot cheaper – and can make a big difference.

Consider supply and demand schemes

Most energy tariffs charge a flat rate for energy, rather than different rates at different times of day. However, it costs the National Grid and energy suppliers more to supply energy at peak times, so many suppliers offer schemes which encourage households to shift their energy use to different

times of the day or week.

You'll normally need a smart meter to benefit from these deals. As an example, *Ovo's* Power Move scheme rewards customers for using less than 12 per cent of their total electricity consumption between 4pm and 7pm, Monday to Friday. So shifting the use of appliances like washing machines and dishwashers to other times of day means you can earn credit on your bill.

Scottish Power's Power Save scheme offers half-price electricity between 11am and 4pm on Saturdays and Sundays, making it cheaper to do electricity-intensive tasks, such as washing and cooking, during these periods.

Track your energy usage

Technology makes it easier than ever before to track how much energy we use and to work out how to use less.

If you have a smart meter, your energy bill will show the times of day you use the most energy and how much it costs. You can use this information to experiment with small changes such as using the eco setting on your washing machine cycle or taking shorter showers.

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James Martin



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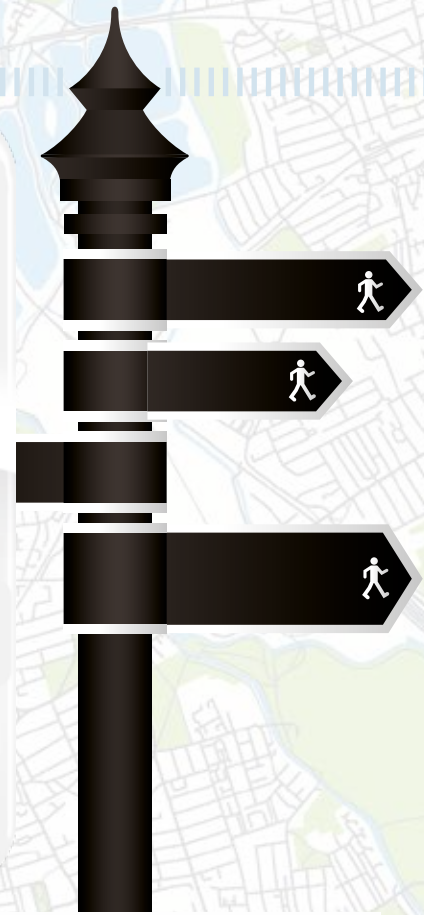


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SO YOU THINK YOU KNOW

LONDON?



St Clement Dane's Church and the statue of Arthur "Bomber" Harris

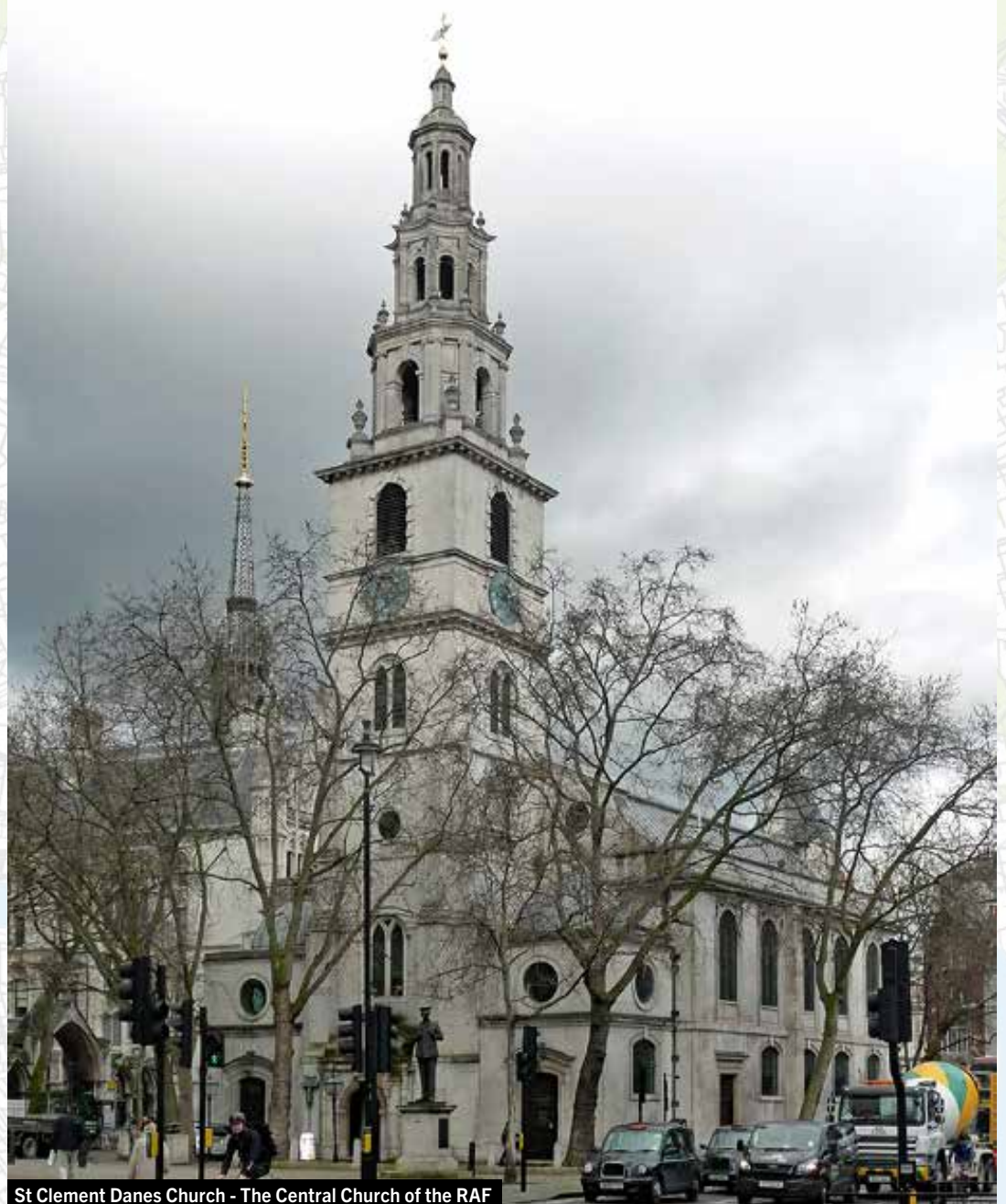
20 **P**retty much any cabbie worth their salt will know that St Clement Danes church was adopted by the RAF (Royal Air Force) as their "own" church but, did you know that the church had been gutted by the Luftwaffe and had to be rebuilt?

The Anglican church, which sits on the Strand, just by Fleet Street, was initially founded in the 9th century by the Danes. The previous wooden structure was then replaced in 1682 with the current, Christopher Wren designed, structure. After the war, the heavily damaged building had to undergo major repairs, which were completed in 1958. It was this year that it was adapted to its current function, as the central church of the Royal Air Force.

Outside the church stand statues of two of the RAF's wartime leaders, Arthur "Bomber" Harris and Hugh Dowding, both by the sculptor Faith Winter. The sculpture of Harris was commissioned in 1989, five years after his death. The statue was completed in 1992, the centenary of his birth and the 50th anniversary of his taking over Bomber Command.

The statue was erected as not only a tribute to Harris but also as a commemoration of the 55,000 men of Bomber Command, who lost their lives during the Second World War.

The statue was unveiled by the Queen Mother, despite protests from The Mayor's of Dresden and Hamburg, as well as some pushback from protesters in the UK. In fact upon its unveiling, the Queen Mother was roundly jeered by an unhappy public. 2020 saw renewed calls for the statues' removal but support from veterans, service personnel and their families managed to quell any form of action.



St Clement Danes Church - The Central Church of the RAF

LONDON

Street Atlas and Index



Geographers' A-Z Map Company Ltd

85p

The A to Z of the A to Z

One of the greatest aids a taxi driver has is his trusty A to Z. Even with the ascent of the SatNav, the A to Z is still an important piece of armoury - especially in any Knowledge 'boy' or 'girl's' armoury. However, it is not widely known that this piece of invaluable equipment was produced by a lady called, Phyllis Pearsall.

Pearsall was born Phyllis Isobella Gross in East Dulwich, London on 25th September 1906. Her father was Hungarian-Jewish immigrant called Alexander Grosz (changed to Gross), while her mother was an Irish-Italian suffragette, called Isabella Crowley.

Upon marrying artist Richard Pearsall, Phyllis and her husband moved to both Spain and France, before inexplicably leaving her husband eight years later, while in Venice.

By the age of 30, Pearsall had started to make her living as a portrait painter, however it was when she got lost in London that her fortune was made and immortality beckoned. Armed with just a 17-year-old map of London, Pearsall became determined to produce a new up-to-date map of a rapidly expanding London. This map would include points of interest and even bus routes...and so, the A to Z was born.

It is alleged by Pearsall that to produce the original A to Z she waded over 3,000 miles so as to check all 23,000 street names in London. She claimed to have woken at 5am every morning, covering an 18-hour working day. Although it claimed to be the first indexed London street map, this is hotly disputed, with Bartholomew's Reference Atlas of London and Suburbs, which was published and widely available from 1908 onwards, claiming to be top-dog.

Interestingly, Pearsall's map was drawn using the 72 6" Ordnance Survey maps for London dating from 1919 by her father's cartographer, Mr Fountain. With the map completed in 1936, she had 10,000 copies printed and thus began contacting bookstores, who may have been willing to stock the map. She eventually received an order for a whopping 1,250 copies from WHSmith. She delivered these by hand using a wheelbarrow that she had borrowed from a pub. Eventually, orders were taken to every mainline railway station, Woolworths also ordered several thousand. By 1938, the A to Z had been firmly established.

The Whitechapel Bell Foundry

The Whitechapel Bell Foundry, is famous for producing bells for establishments all over the world - but did you know that at the time of the closure of its Whitechapel premises, it was the oldest manufacturing company in Great Britain?

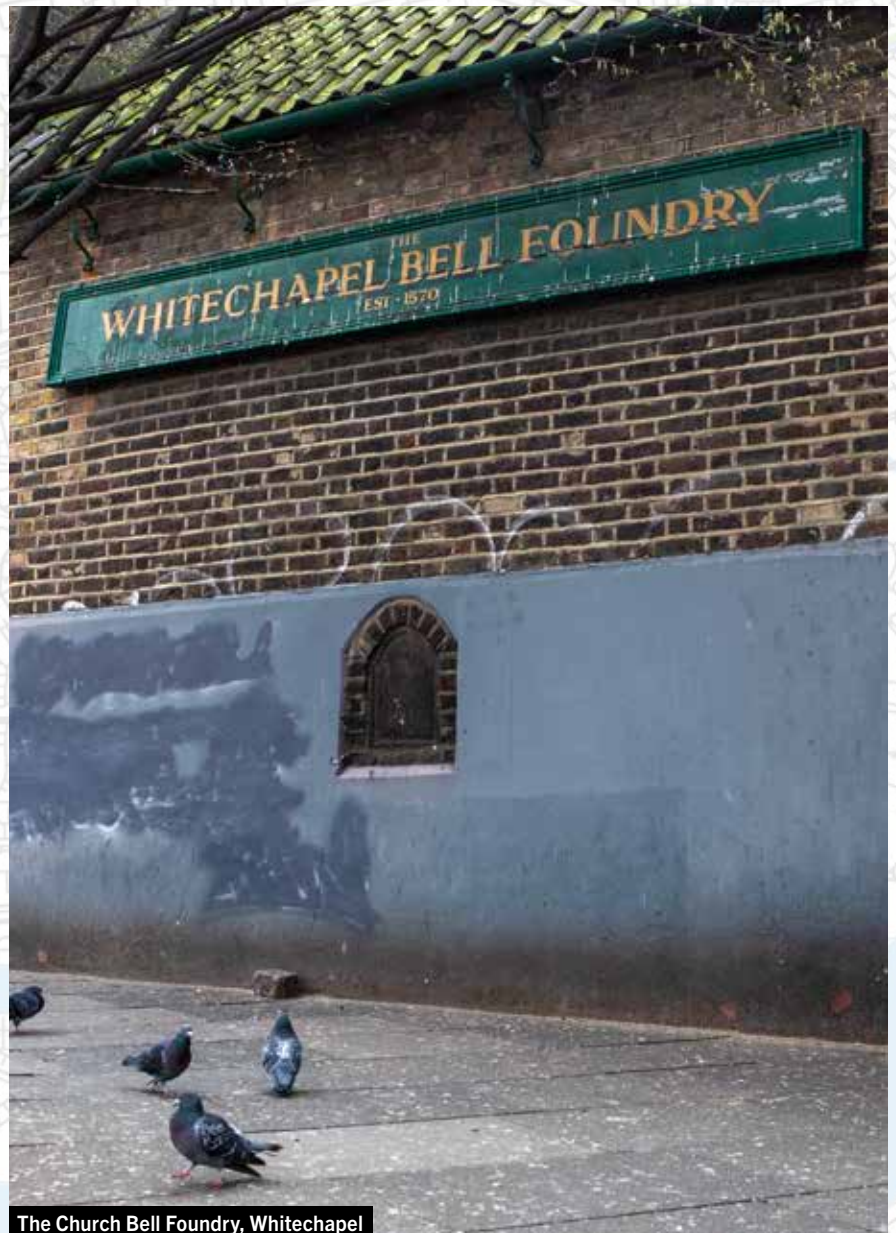
The foundry situated inside a Grade II listed building by the junction of Whitechapel Road and Fieldgate Street, primarily made church bells as well as their fittings and accessories. They also cast single tolling bells, carillon bells and handbells, with possibly the most famous being the United States' Liberty Bell, which is America's symbol of independence. The foundry also re-cast Big Ben, which rings from the Elizabeth Tower by the Houses of Parliament.

The foundry's siting around Aldgate and Whitechapel can be traced back to around 1360, in fact, Geoffrey Chaucer, referenced the foundry while living in a room in the Aldgate area. The Whitechapel Bell Foundry company itself began in 1570, with its final premises dating back from 1670. This building was formerly a coaching inn called The Artichoke. The Artichoke ceased trading as a coaching inn in 1738 and the following year the Whitechapel Bell Foundry moved into the premises. The foundry remained at the site until June 2017. It was one of only two bell foundries left in the UK and had been in continuous production for almost 450 years.

According to previous owners, Alan and Kathryn Hughes, the foundry had been a family-owned company throughout its history continuing when Alan Hughes' grandfather bought the company in 1904.

Although the business had to adapt over the centuries, with new churches being built less frequently, a surge in orders for table bells, primarily due to the popularity of the TV drama Downton Abbey, emerged. In 2013, the foundry launched an online shop selling house bells, musical instruments and personalised merchandise. The large bell business was unaffected by reductions in sales due to the length of time it takes to cast a large bell - 11 years. Interestingly, during World War II the foundry was used as a munitions production line.

Sadly, the foundry closed on 12th June 2017, after nearly 450 years of bell-making. The final bell cast was given to the Museum of London along with other artefacts used in the manufacturing process, and the building has since been sold.



The Church Bell Foundry, Whitechapel



Disappointing December

The actual number of cabs licensed is now at 14,537, up from 14,485, which would appear not to make sense at first glance but perhaps the answer lies in the second hand market...

Cab you drive

December was certainly a disappointing month for cab sales with only 36 new cabs joining the ranks. That represents the worst month since Covid!

We can only hope that 2025 sees an improvement. We need to see more cabs licensed than the number ageing out or leaving for other reasons, to put a much-needed stop to the worrying downward trends in driver and vehicle numbers we continue to see.

As we all know, there are lots of reasons for these poor sales figures, but a dive into the detail does give an inkling of what is going on. The actual number of cabs licensed is now at 14,537 up from 14,485, which would appear not to make sense at first glance because only 36 cabs were sold. However, I think it reflects the increase in the number of second hand TXE sales, as many drivers losing cabs to the age limit can see the financial savings in buying second hand.

Swapping from an old TX4 into any TXE, is a moment of epiphany



“Swapping from an old TX4 into any TXE, is a moment of epiphany for many.”

DYNAMO	184
LEVC	8,638
TX2	42
TX4	3,841
VITO	1,832
TOTAL	14,537

for many who are not used to the silence, comfort and having a suspension that works. The only drawback is the cost of purchase.

With pre-owned TXEs now available with warranties, scrappage and finance deals, it's an option that many are taking up in order to remain mashing rather than returning to renting. If you can home charge, especially if you get a night tariff from your energy

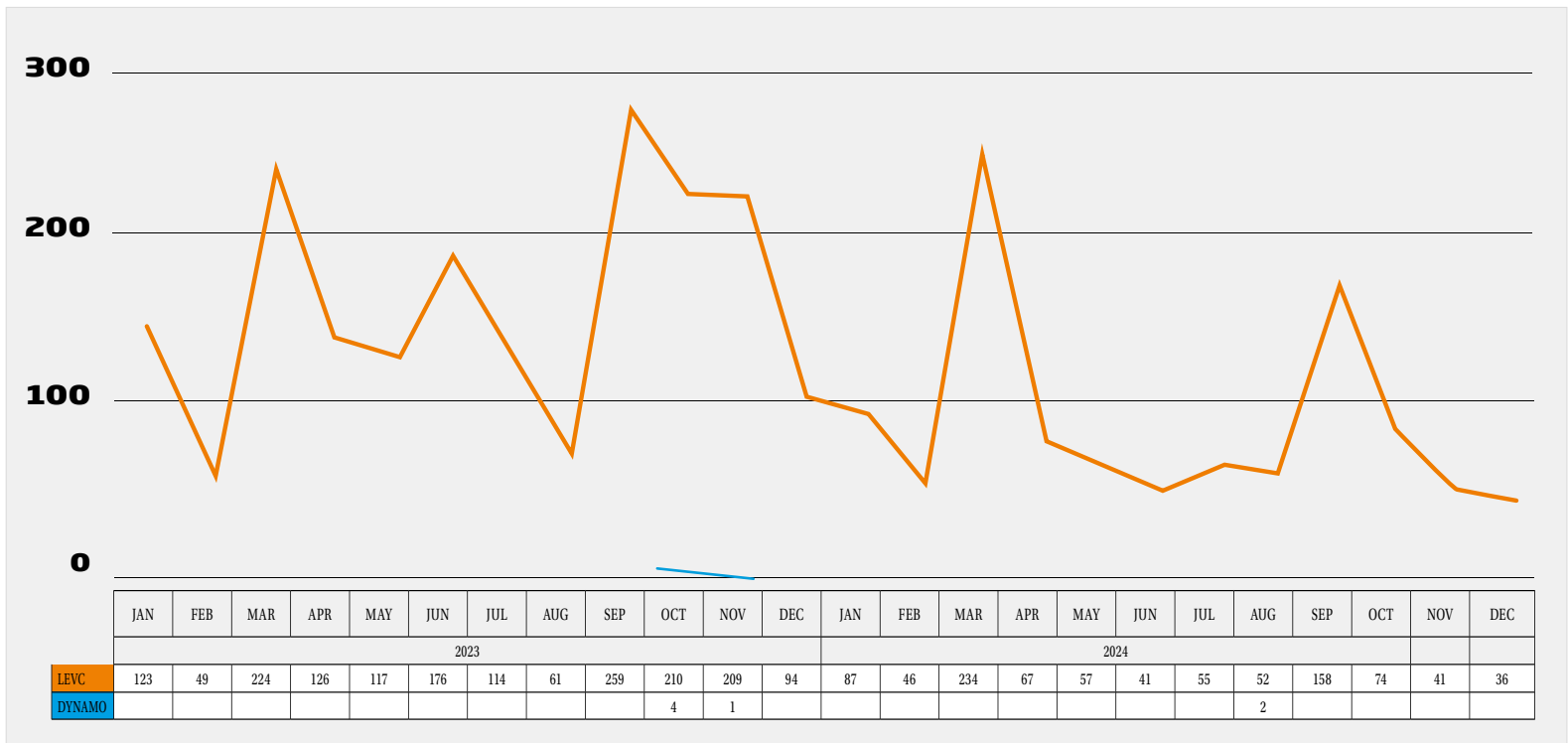
supplier, the fuel savings can be over £100 per week. Add the less frequent and cheaper servicing and it becomes a 'no brainer' for many.

The downside of this is that second hand TXE prices have steadied, whilst the last of the diesel TX4s have dropped in price. I have seen offers recently back to £2000 per plate left on older TX4s.

Interestingly, demand from the airport is keeping Vito prices relatively high. The only fly in

the ointment for Vito owners is that TfL now occasionally check the rear wheel steering during an on-street inspection. This is resulting in increased numbers of stop notes, and demand for an ever-diminishing supply of rear wheel steer parts, especially actuators, once again forcing up these prices. **TAXI**

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The Taxi Charity for Military Veterans 2024

Taxi Driver and Chairman of the Taxi Charity for Military Veterans, Colin

2 024 was my first year as Chairman of the Taxi Charity and it was an absolute honour and pleasure to take the helm. In a year packed full of events I would like to highlight a few of my memorable moments.

Dutch Liberation

In May, we took a group of veterans to the Netherlands for Dutch Liberation. 4th May is their national day of remembrance which culminates in a symbolic lighting of a flame at midnight. Last year the honour of lighting the flame of liberation in the Wageningen town square was given to British Market Garden veteran Geoff Roberts and Canadian veteran George Brewster. It is a very moving act which is watched by millions on Dutch TV. Once the flame is alight hundreds run into the square and light torches which are carried through the night to all corners of the country.

The following day thousands of people arrive in Wageningen to watch the annual Liberation Day Parade which we lead, driving three golf carts and two London cabs carrying veterans.

On the parade route, the veterans were showered with flowers, gifts and received a thunderous round of applause during the 5KM route and it was heartening to see the tears shared by the veterans and the families of those they had liberated 79 years before.

D-Day 80

The eyes of the world were on Normandy in June when the 80th anniversary of D Day was commemorated. We drove a party of D Day veterans over to France so that they could pay their respects to those who didn't return from Operation Overlord, the largest seaborne invasion in history, better known as D-Day which marked the beginning of the liberation of France and western Europe.

On our trip were men from the army and navy who experienced the true horrors of what happened on those beaches on 6 June 1944 as well as female veterans who played important roles back home



Worthing.

in Blighty.

In December, when ITV was filming their New Year's Eve show at Wembley Arena, we were invited to bring eight D Day veterans on stage. If we thought the reception the veterans received in Normandy was outstanding, the reception from the 9000 strong audience at the Arena was mind blowing and the standing ovation went on and on.

Worthing

The first thing the charity's founding taxi drivers ever planned was a trip to the coast back in 1948. All these years later we are still taking veterans for a day by the sea. In July, seventy cabs made the trip to the magnificent

Art Deco Assembly Rooms on the Worthing Pier where our veterans and guests enjoyed traditional fish and chips before guest speaker Matt Hellyer, the Chief Executive of the charity Pilgrim Bandits, who reached the rank of Warrant Officer in the SAS and served in every conflict over the past three decades and completed over 400 operations, spoke about his life and experiences.

100th Birthday Parties

It was a delight to attend several 100 birthday parties for WWII veterans last year, including for Dorothea Barron, John King and Mervyn Kersh. The joy of celebrating these wonderful milestones is always counter

balanced by those veterans we lose through the year and we will always remember them with great fondness. I am so proud to say that this is not just a charity, it is a family.

Spitfire Flights

After a false start earlier in the year when bad weather prevented Spitfires from taking off at the Biggin Hill Heritage Hangar, WWII veterans Dorothea Barron and Robbie Hall got their chance to take to the air in two Spitfires in September and were totally in awe of the stunning views from high above the Kent countryside and thoroughly enjoyed the victory rolls that the pilots performed.

Round Up

Mills, reflects on a busy 2024.



D Day 80.



100th Birthday Parties.



Spitfire flights.



Christmas Party

The year culminated with our annual Christmas party at Millwall Football Club where over 250 guests were able to catch up with old friends and make new ones, enjoyed a Christmas roast and took home a stocking, handmade by our volunteer Susy Goodwin who combines her amazing creativity with her graphic designer skills. She is also responsible for designing our monthly cards which bring so much joy to so many people.

Our people

We have a very strong and supportive team who make this charity what it is and their dedication is rightly recognised

with the Queen's Award for Voluntary Service.

Our charity family is made up of hundreds of volunteers which include our Trustees, our collection team, our carers and our amazing taxi drivers who all play such an important part.

We are supported by a group of wonderful Ambassadors who help us to raise awareness about the charity and we are thrilled that our Ambassador team continues to grow. Last year, much to our delight, Frans Ammerlaan and Roger Beets, our Dutch Ambassadors received MBE's from His Majesty King Charles, deserved recognition for their commitment to veterans.

Every year we are blessed that people put themselves forward to raise money for us. There are always too many to mention them all but I would like to say a special thanks to our Vice Chairman Paul Cook who skydived with veteran David Vaughan Jones to raise over £1,000, Bristolian Richard Iles who decorated his home with over 200,000 Christmas lights and raised over £10,000 and our Ambassador Johnny Gallagher who raised an incredible

£135,000 to allow us to take even more veterans to Normandy and the Netherlands.

I would also like to say a big thank you to our Vice President Dick Goodwin who acts as our veteran liaison and plans our trips and events.

Thank you

None of this would be possible without the wonderful support the charity receives. And I have to add that the support, help and

advice that I have received as I navigated this new role has been invaluable. Thank you to you all, the committee, the fundraisers, the volunteers, the supporters, the carers and at the heart of the charity, London's cab drivers who generously give their time to support our veterans. We could not do this without you.

To find out more about the support the Taxi Charity offers to veterans or to donate visit www.taxicharity.org

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, or 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 peopled 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 they will be returning to the Netherlands for the 80th anniversary of Dutch Liberation.

To fund and facilitate their work, the charity is wholly reliant on donations, grants and sponsorship.

www.taxicharity.org

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



The LTDA goes to bat for its members

Our expert officers and dedicated, in-house legal team will help keep you in the game. Don't get knocked out, scan here to join the LTDA today or call 0207 286 1046 to request an application form.

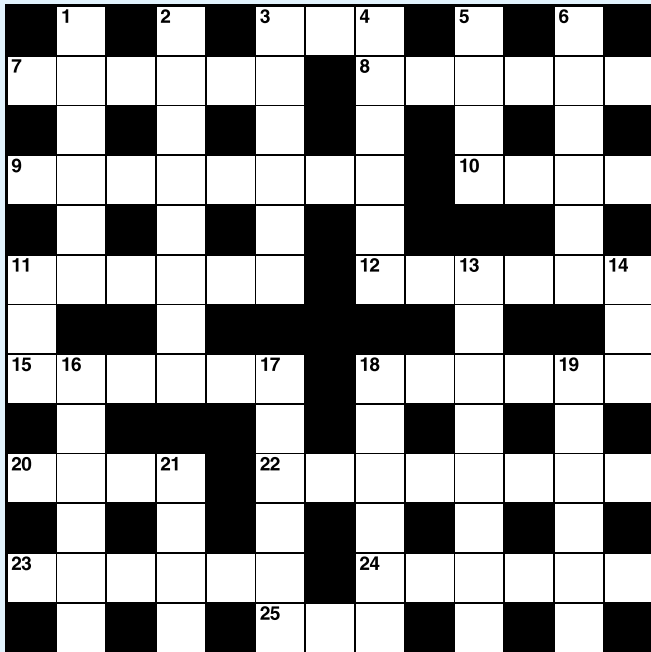


www.ltda.co.uk



Puzzler Page

Crossword



ACROSS

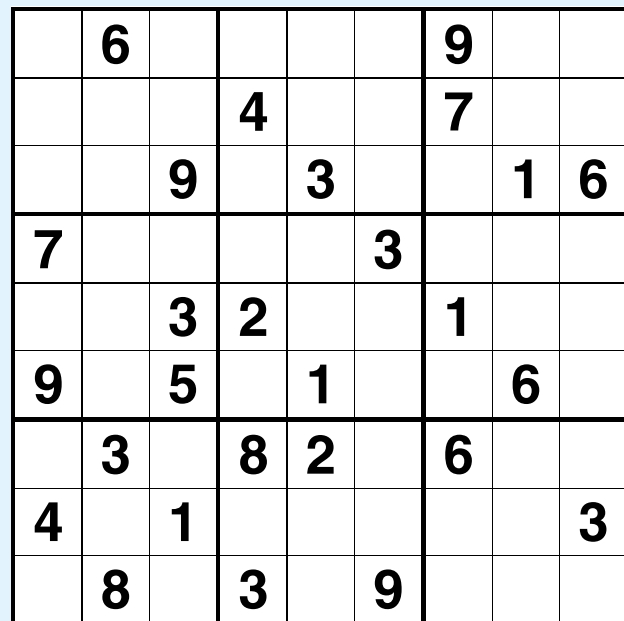
- 3 Crunchy lettuce (3)
- 7 Assemble, form a group (6)
- 8 Bumpy (6)
- 9 Ring for rescuing people at sea (8)
- 10 Edge (4)
- 11 Assumes (power) unlawfully (6)
- 12 Sir Isaac ____, English scientist (6)
- 15 Tallied (6)
- 18 Don ____, American singer/songwriter (6)
- 20 Absorbed (4)
- 22 Disturb (8)
- 23 Fashioned (6)
- 24 Mixes (metals) (6)
- 25 Retiring (3)

DOWN

- 1 Women, females (6)
- 2 Wardrobe item for footwear (4,4)
- 3 Bays, narrow inlets (6)
- 4 Bronzing of the skin (6)
- 5 __ Ellis Cup, rugby trophy (4)
- 6 Acapulco's country (6)
- 11 Abraham Lincoln's country (inits) (3)
- 13 Swagger (4,4)
- 14 __ sequitur, remark that does not logically follow (3)
- 16 Labours, toils (6)
- 17 Stonehenge priests (6)
- 18 Lose (6)
- 19 Passages (6)
- 21 Tax for using a road (4)

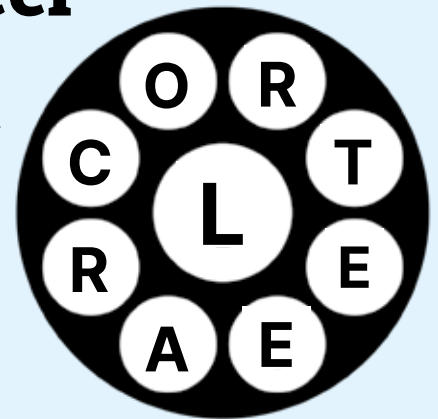
Sudoku

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.



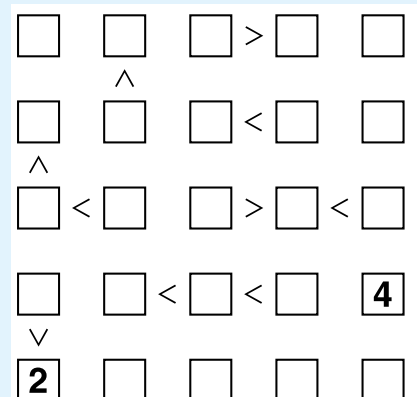
Wordwheel

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



07957 465423
e16-taxirentals.co.uk

TAXIS TO RENT

- Ascott's maintained.
- Pay by cash/bank/online.
- Taxis bought and sold.



Get in touch

 James Martin

 james.martin@cplone.co.uk

 01727 739 185

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same day collection**

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TAXI LINAGE TAXI

- LEVC, 19 Plate. Plated until Nov, FSH, 125k miles, New E-rad, £32k ONO. Call 07960 291 378
- Black 64 plate, elegance EURO 5, FSH, very good condition. Driver retiring. £6,000. Call - 0775448899
- Cabs for sale. Main Dealer service history. Non-fleet cabs, trade sales. New stock daily. Cabs also wanted. Finance Paid 07957 465423

TAXI LINAGE TAXI

CABS WANTED

- Low mileage tx4's and Euro 5's wanted. Earn more by selling outside London. NOT BEATEN ON PRICE. John 07702 554 934
- All de-commissioned TX4s wanted. Instant decision, cash paid. We come to you. Call - 07973 335 739
- Euro 5 about to be decommissioned, Cabs wanted, TX4's and Vito's. Top Price paid. Call John 07702 554 934

All cabs wanted. Tx4, euro 4, 5 & 6 also TXE wanted We come to you, any condition, very quick decision. Cash paid instantly. 07702 554 934

CABS FOR SALE

- Nissan Dynamo for sale, 71 reg, 97k miles, needs battery work hence £13,000 ONO Call Chris 07555 103 152
- NISSAN Dynamo fully loaded 78k miles, immaculate, new 12v battery, CAB number plate (69 reg) credit card system included as bought outright, plated until June £18k 07956230726

CABS FOR RENT

- LEVC, 22 plate, rent from £320 per week long term, pick up from Harrow call Krupali - 07929 360 081
- TXE's available for rent, from £310 per week. Call 07951 843663
- Rent Taxis, Euro 6 and also LEVC Cabs from £250 - £335. We also do repairs on cabs, call Nick 020 7700 1045 / 07951 661 430
- TXEs, TX4s and Vitos available from £260 per week contact Sabri – 07958973944
- TXEs for hire, Full back up, loan cab available, no ads – 07980 288 333

LTDA APPLICATION FORM

Name _____

Address _____

Postcode _____

Telephone _____ Mobile _____

Email _____ X _____

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:



Fleetwood Assessors can be of assistance with all your accident circumstances regardless of whether they are fault or non fault and discounts offered to LTDA Members

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- Consistency Reports
- Desktop Reports
- Low-Velocity Impact Inspections
- Repair Costing
- Salvage Valuation
- Total Loss Negotiation
- Vehicle Valuation
- Total Loss Post Inspection Report
- Mechanical faults



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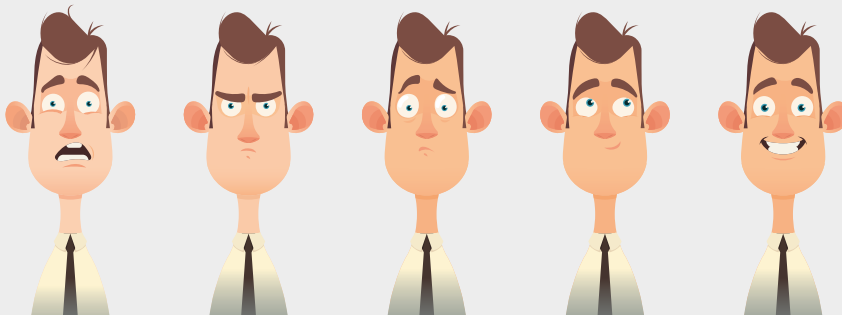
✉ info@fleetwoodassessors.co.uk ☎ 01702 597370 🌐 www.fleetwoodassessors.co.uk

We provide consultancy and deal with resolutions of disputes that occur within the industry, this being not only London Taxis but the automotive industry

We are proud of our association with the Black Cab Trade, with over 20 years experience. We have excellent knowledge of the TfL (Transport for London) and outer London Councils procedures, conditions of fitness, which is extremely important when involved in an accident or vehicle dispute. Over the years we have built up a good relationship within the industry, which is beneficial when dealing with these types of incidents.

We have regular contact with recovery agents / fleet owners / body shops / mechanical repairers / taxi finance companies

PUZZLER ANSWERS



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

Crossword

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Sudoku

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

Futoshiki

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

Wordwheel

SOLUTION: CORRELATE

All words: Alert, alter, alto, carol, carrel, cartel, cereal, claret, clear, clearer, cleat, clot, coal, colt, coral, corral, creel, earl, elate, elect, elector, lace, late, later, leat, leer, locate, lore, octal, oracle, oral, real, reel, relate, relator, relocate, role, talc, tale, teal, treacle, CORRELATE.

Word targets: Excellent: 37, Good: 31, Target: 23, Kids: 18



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TXEs**

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