



Dunlace Taxi Services Ltd

Drivers Wanted
Cabs to Rent
Fairways, TXI's,
TXII's and TX4's
Overhauls
Service and Running Repairs

Units 10-11 Period Works
1 Lammas Road,
Leyton E10 7QT

Tel: 020 8558 4240
Mobile 07988 424533

DALSTON STEAM CLEANING

Taxis Steam Cleaned
& Undersprayed
While You Wait
To PCO Standard!

Unit 17 Period Works
1 Lammas Road,
Leyton E10 7QT
020 8558 9945



The voice of the taxi trade's only independent organisation

Issue 191 JULY 2011

H.A.L.T.S FACES LEGAL ACTION?



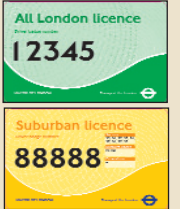
HEATHROW TAXIS
THE WORLD'S BEST TAXI SERVICE

HOME

See page 7

INSIDE

TFL PRESS RELEASE



PAGE 3

NEWS

RADIO CIRCUITS A THING OF THE PAST?



PAGES 4

NEWS



LONDON TAXI DRIVER SLANG

PAGE 7

NEWS

THE MARKSMAN



PAGE 19



LONDON TAXI INSURANCE

Get a quote today

0208 127 8418 @ quotaxinsurance.co.uk

QUOTAX INSURANCE SERVICES

Quotax Insurance Services, c/o Ascott Cab Company, 125-127 Evelyn St, London, SE8 5RJ

Quotax Insurance Services is a trading name of London Taxi Insurance Ltd. 5 Copenhagen Street, London N1 0JB. Authorised and regulated by the Financial Services Authority.



Published by
The London Cab Driver's Club Ltd.
Unit A 303.2,
Tower Bridge Business Complex
Tower Point, 100 Clements Road
Southwark, London SE16 4DG

Telephone: 020 7232 0676

E-mail for membership enquiries:
E-mail: thelcdc@aol.com
Web: lcdcorg.wordpress.com

Editor: Grant Davis

The Badge is distributed free to the Licenced
London Cab Trade.

For advertising enquiries please contact the
office on
020 7394 5553 or E-mail: thelcdc@aol.com

All advertising in The Badge is accepted under
our terms and conditions. These are available
at the LCDC office.

Before entering into any commitment, financial
or otherwise, always remember to seek
professional advice.

The views expressed in this publication are not
necessarily those of the Editor or of the
Management Committee of the
London Cab Driver's Club.

Contributions for publication are welcomed
and should be sent to the Editor at the
above address.

The London Cab Driver's Club Ltd.

A brighter future ahead

H.A.L.T.S

As you may have read on the front page, members of HALT have served legal papers on Executives of HALT / HALTS. We believe that these papers relates to the way that HALT has been run in the past and also the setting up of the new private company HALTS. In the September 2009 issue of the Badge, we did warn that...

" But if there has never been a quorate general meeting, then any investment of funds would be unauthorized and subject to legal process"

I.D BADGES

The very emotive issue of yellow / green Identifiers continues to roll on. We have received many positive calls from our members, but it appears that members of our yellow badge fraternity have now taken the case to the Mayor Boris Johnson making all sorts of weird and wonderful comments as to why they should not be implemented. These range from the identifiers being "racist" and also going as



far as saying that these are an infringement of "their human rights". Since when operating outside the law been a human right?

RICKSHAWS

last Wednesday (13th July) the latest installment of the LLA & TFL (no2) Bill was presented before Parliament. We are glad to say that the Bill was objected to and will now go forward to September. We will be contacting Simon Hughes before this date and arrange for whatever action needs to be done. This bill seeks to give rickshaws their own ranks to ply for hire, and also asks them

to sign up for a voluntary registration where they could be given parking tickets for parking violations. What turkey ever votes for Xmas?

E.D. we will not be publishing a August edition, so may I wish everyone a very relaxing holiday.....enjoy the break!

PETER STRINGFELLOW'S

Angels

TAXI DRIVERS

WE WILL GIVE YOU £20
CASH FOR EVERY PAYING
MALE CUSTOMER YOU
BRING TO ANGELS

201 WARDOUR STREET, SOHO
LONDON, W1F 8ZH

WWW.STRINGFELLOWS.COM

TFL PRESS RELEASE

GREEN/YELLOW BADGE IDENTIFIERS...

Following a positive response to last year's Taxi consultation, London Taxi and Private Hire (LTPH) has announced that taxi badge identifiers are to be introduced in the next few months.

Taxi badge identifiers, which will be affixed to the front and rear windscreens, will show which type of licence the taxi driver holds - green for an "All London" driver and yellow for a "Suburban" driver. In the case of Suburban drivers it will also list the areas in which they are licensed for.

The identifiers, which will also contain the driver's badge number, are being introduced primarily as a deterrent to drivers plying for hire outside their licensed area. However, they will also assist TPH Compliance Officers and the police with on street enforcement and compliance activities.

Drivers should be aware that there are a number of reasons why Suburban drivers may be in central London or another suburban sector. These reasons include:

- * Dropping off fares that started in their sector but ended outside it;

- * Picking up fares that were pre-booked when the driver was in their sector;
- * The driver is licensed for one of the two extension areas;
- * The driver is plying for hire at a designated 'island rank'.

This is not a scheme for other taxi drivers to enforce and LTPH expects drivers to act in a professional manner at all times and will not tolerate drivers confronting one another. Any driver found confronting another driver for any reason risks having their suitability to be licensed reviewed which may ultimately lead to their licence being suspended or revoked.

Every licensed taxi driver will be issued with two identifiers, one for the front windscreen and one for the rear. These should be displayed in their vehicle at all times.

The identifiers will be supplied with adhesive wallets that can be affixed to the vehicle. This will enable the identifiers to be removed by those drivers who lease vehicles.

The identifiers will be introduced in two phases with the All London version introduced first and then the

Suburban version. Full guidance on the use of the identifiers will be provided at the same time as the identifiers are issued to taxi drivers.

Helen Chapman, Deputy Director for London Taxi & Private Hire, said: "These identifiers will bring London into line with many other Licensing Authorities by providing information on where a driver is licensed to ply for hire.

"Following a public consultation in 2009 it became clear that there is strong

support from the taxi trade to introduce these identifiers and we are pleased that we will shortly be in a position to start providing these to taxi drivers.

"We have spent considerable time over the past year listening to the views of the trade, whether strongly for or against the scheme which has enabled us to develop clear guidelines around use. Further details will be announced before the identifiers are supplied to drivers."

Since Transport for London started



licensing Taxis there has always been a distinction between the All London licence, which allows drivers to ply for hire anywhere in the Greater London area, and the Suburban licence where drivers can ply for hire only within the sector(s) for which they are licensed.

020
7701
2701

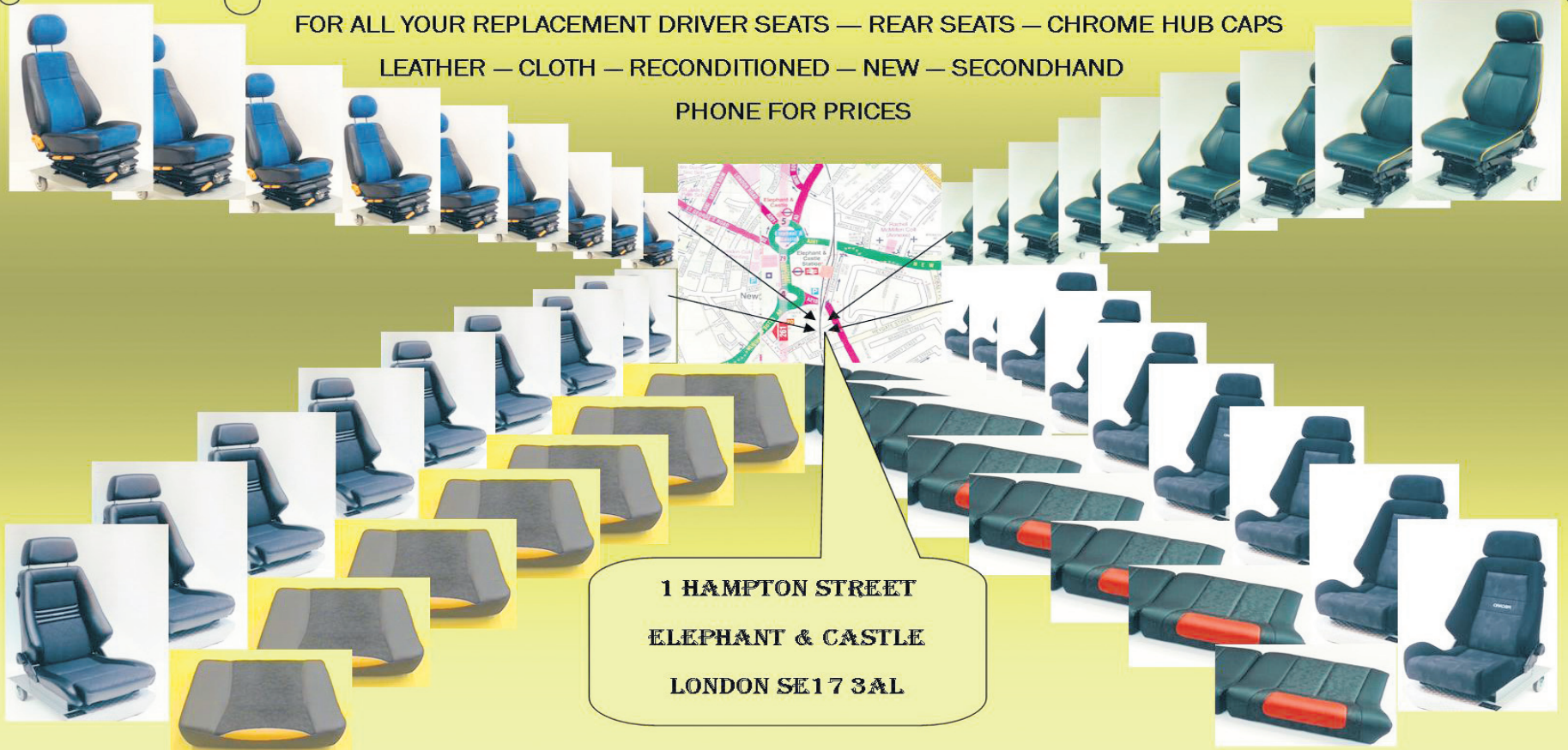
BUCKINGHAMS

020
7701
2701

FOR ALL YOUR REPLACEMENT DRIVER SEATS — REAR SEATS — CHROME HUB CAPS

LEATHER — CLOTH — RECONDITIONED — NEW — SECONDHAND

PHONE FOR PRICES



1 HAMPTON STREET
ELEPHANT & CASTLE
LONDON SE17 3AL

Are radio circuits a thing of the past?



For many years the only way possible to book a taxi in London was through one of the radio circuits that existed in the capital.

But as Bob Dylan said 'The times, they are a changin.' With new technology anybody who has an iPhone can have access to work that was previously only available on the radio circuits.



A fairer deal for the driver

The guys at Get Taxi will give licensed London taxi Drivers a fairer deal with unlimited quality cash, account and Credit Card work, instantly, via a State-of-the-art, amazingly simple system.

Get Taxi gives drivers a free unit and a free virtual credit card system with very low credit card rates, unlike other Radio Circuits charging 12.5%, no need for more equipment and a free Sat/Nav - all built in to the one very clever Get Taxi driver unit. Drivers who sign up for the free trial period get the Get Taxi driver unit worth £200 absolutely free. After the trial period drivers pay a very low weekly amount, which is than Half the Price of the Lowest cost Radio Circuit for full membership with No long contracts. No headaches. No downloads. No iPhone. No Credit Card terminals. No other equipment needed. No hassle. Just attach the Get taxi driver unit to the wind-screen, and start earning immediately. Get Taxi is non-exclusive, so drivers can use the service alongside any of the existing Radio

Circuits if they choose to.

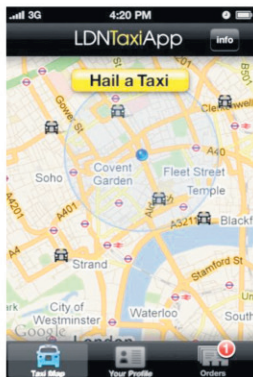
Get taxi makes the London taxis the preferred choice for business once again. The raw deal and high costs most account customers and businesses currently experience from the Radio Circuits, often makes the PHV sector a far more attractive option for businesses. With low overheads, Get Taxi can do things differently and make Licensed London taxis the preferred choice for businesses once again. Get Taxi is the long awaited, commercially attractive alternative for businesses and will provide a welcome boost for Licensed London taxi drivers. Get taxi is busy signing up customers across London with some of the most competitive accent rates ever seen to ensure drivers get more highly rewarding account work. Get Taxi provide a clear statement at the end of each month and unique live system for checking your accent rides direct from the driver unit at any time, so you will always be able to keep track of finances.

Hailing a taxi in London? There's an App for that!

Launch of revolutionary new taxi app makes it fun and safe to hail a London black cab

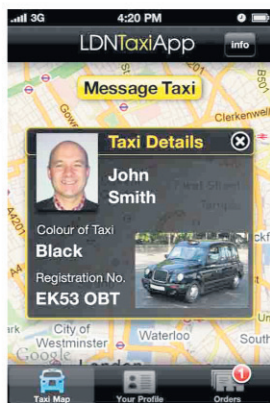
We Brits have a real emotional attachment to our iconic black taxis. They've been getting us from A to B since the 17th century, always offering a more affordable, personable experience to private hire companies.

Yet hailing a taxi all too often means rather unglamorously standing in the rain with your arm out, getting splashed by passing cars. Thanks to the NEW LDNtaxiApp, this could soon be a thing of the past.



The LDNtaxiApp, free to download on your iPhone for a limited time, is set to revolutionize the way we hail a cab. Now you can hail a black cab from your venue location, and the taxi comes to you. Simply download the app, which uses GPS technology, and it will show you all the available black taxis in the area. Fill in where you're going, press 'hail' and your location will be sent to the nearby drivers. You'll receive the picture and registration number of the taxi that's on its way, along with a picture and name of the driver, and you can follow the taxi's progress on your iPhone's screen. Any problems, you can send the driver a direct message.

Best of all, there's no need to wait at the roadside. The app will let you know as soon as the car has arrived, leaving you free to wait in comfort for its arrival. When it arrives the confirmation shown on the iPhone's screen can be shown to the cabbie to identify you as the passenger. And thanks to the LDNtaxiApp's strict driver screening process, you know the taxi you are getting into is fully licensed, and totally safe.



Warren Cresdee, licensed black cab driver and one of the brains behind the app, says:

"We've combined stylish design and the latest technology to create an app that is incredibly easy to use, helping customers to find a cab and us cabbies to find custom. All drivers go through a rigorous screening process, meaning that it's a fun and safe way to travel, as well as being more affordable than using a private hire taxi company.

"It's a simple idea, well executed. Join the taxi revolution!"

The LDNtaxiApp is FREE for a limited time. Search for 'LDNtaxiApp' in the App Store, or visit www.LondonTaxiApp.com

For more information on the LDNtaxiApp or interviews with Warren, contact Abi at PR4 Media Ltd:

E: abi@pr4.com; T: 0203 142 6803

London's only independent taxi trade organisation



Don't delay... join today!

020 7394 5553

Interview with Sheldon Posner of Cricklewood Carriers

Gavin Walker - LCDC Member

There have been plenty of rumours and hear-say, as well as small amounts of trade press coverage about the latest type of emission system that Cricklewood Carrier's has been testing.

Now, to get all the correct facts and information, Sheldon Posner, proprietor of Cricklewood Carrier's has been interviewed by 'The Badge', so that once and for all, the London Cab Trade can be quite clear about what Sheldon is doing! What he is hoping to achieve, and his discussions with TFL!

Here are the six questions we asked him:

Q1

Gavin Walker: Sheldon what type of system was fitted to your guinea pig cab. Without being too technical, was it a brand new exhaust system with a filter, or just a filter fitted onto the existing exhaust system?

Sheldon Posner: It's an addition to the existing exhaust system and we believe there is a distinct similarity between this system and the system being applied to the forthcoming EURO 5 product from L.T.I.

Q2

GW: To be compliant next year with the Mayor's new low emission zone, does this system allow the cab to comply with Euro 4?

SP: We believe that we have complied with all the requirements originally requested by TFL for the low emission zone.

Q3

GW: I see you have an approval certificate from TFL, will London cab driver's be able to purchase a system from Cricklewood Carrier's or any other agents from next year?

SP: Cricklewood Carrier's would appoint under strict licensing, quality controlled established garages to carry out the fitment of this system.

Q4

GW: How clean do they make the taxis exhaust emissions?

SP: We hope to fulfil and exceed all requirements originally laid down by TFL.

Q5

GW: But surely Sheldon this system is a winner all round! A winner for the taxi driver because they will be complying to Euro 4, a winner for the Londoners because many

older cabs will be cleaner, and a winner for Mayor Boris because with a mayoral election looming fast, he won't want to be upsetting and alienating a part of the electorate that voted for him last time round, The London Cab Trade?

SP: I believe that this is the correct way forward as the production of new vehicles will only increase the carbon footprint on our environment, bearing in mind that a new TX4 taxi does approx 20-25% less MPG than a Fairway or a TX1. Therefore the environment will benefit and drivers will be given a choice between converting their cab or buying new.


Q6

GW: The big question I have to ask you Sheldon is, how much are these systems likely to cost and do they come with any form of guarantee?

SP: The system is likely to cost £2,500 all inclusive, and all guarantees will be underwritten.

The London Cab Driver's Club wishes to thank Sheldon for giving up his time to be interviewed. We hope that John Mason at TFL reads this interview so hopefully we can have a reply from him.

Over to you Mr Mason!

Transport for London 

TRANSPORT FOR LONDON (TfL) LOW EMISSIONS CERTIFICATE (LEC) FOR APPROVAL OF LOW EMISSIONS ADAPTATIONS

'LEC (Adaptation)'


Approval Certificate Number: LE153-03
 LEC Phase (Phase 1/2/3/4): Phase 4
 Emissions Category (Light Duty/Heavy Duty): Light Duty and Heavy Duty
 Particulate Reduction Range (from Euro? to Euro?): From Euro 0, Euro 1, Euro 2, Euro 3 to Euro 4

Reason for extension: Not applicable

1. General
- 1.1 Make: HJS
- 1.2 Manufacturer's designation of Adaptation: SMF-AR
- 1.3 Means of identification as marked on the Adaptation: Part number SMF-AR XX (XX refers to filter surface area). HJS engraved or plaque
- 1.4 Type of Adaptation: Sinter metal filter with active regeneration and FBC
- 1.5 Name and address of manufacturer:

HJS Emissions Technology GmbH & Co KG
 Dieselweg 12
 58706 Menden
 Germany

ESL232079 Low Emissions Certificate (Adaptations) v2.0

MAYOR OF LONDON 

Page 1 of 3

LONDON CABBIES FAVOURITE GARAGE ~ TAXI-CAB RENTALS ~

**NEW TX4'S – ALL AIR-CONDITIONED
 FULL AA BACKUP
 NO CHEAP ADVERTISING ON CABS
 ALL SERVICING AND MAINTENANCE
 CARRIED OUT IN HOUSE**

**ADI APPROVED DRIVING SCHOOL
 WANGLE CABS AVAILABLE
 PAY AS YOU GO OR CHOICE
 OF CONTRACTS**



**THE BEST
 AND MOST
 REPUTABLE
 GARAGE IN
 LONDON FOR
 TAXI-HIRE AND
 TAXI-REPAIRS**

CRICKLEWOOD CARRIERS 020 8452 5461

GOD SAVE THE KING

QUALITY USED TX4'S PASSED & PLATED

Now from...

£80 per week with No deposit*



All come with the following package:

1 Year Passed & Plated • 1 Year Meter & Printer • 1 Year Road Tax

WHY RENT WHEN YOU COULD BUY?

Choose from over 22 vehicles in stock!

The KPM logo consists of the letters 'kpm' in a lowercase, sans-serif font, enclosed within a stylized circular graphic that is blue on the left and green on the right.

A professional service for the professional driver

Call our sales team on 020 7375 1179 or visit www.kpmuktaxis.com

*Subject to finance. Terms and conditions apply, please call for details. Business users only. Passed & Plated Price includes 1-year meter & printer rental and 12-months Road Fund License. Excludes SGS Licensing fees. Finance, with our nominated finance company, is Subject to Status. Weekly price based upon a no deposit over a 60-month period. Payments payable monthly. APR may vary. Trade description Act 1968 - We are unable to confirm the mileage on the odometer and therefore it must be considered as incorrect. Full written details available upon request. Prices subject to change without notice. E&OE.

Airport Matters

BY PETER "THE CANNON"
L.C.D.C AIRPORT REP

BAA has announced that the taxi feeder park charge will increase from £6.30 to £6.56 per entry as from August 1st. Included in the new price is an increase in the HALT levy from £0.78 to £0.80. HALT executives (aka HALT directors) for the first time in their long careers, are now facing legal action from a group of aggrieved HALT members over the failure to protect the HALT cooperative's business interests before, during and after the creation of private company HALTS.

Papers have been served on HALT at their registered office and to add fuel to the fire of pending litigation, the Financial Services Authority is unable to substantiate the claim made by HALT(S) executives, that private company HALTS was created in compliance with legal procedures required by Industrial and Provident Society law.

The slow and inadequate reactions of BAA to the rapidly developing problems for HALT(S), are exactly what the trade has grown to expect of BAA. Nevertheless the trade organisations are united in warning BAA that unless the decision to force drivers to pay more money to HALTS is withdrawn, BAA will experience disruptions to the smooth running of the Taxi System. The unanimous view of Heathrow trade reps is that inexperienced BAA managers are not prepared to do or say anything to upset HALTS chairman Colin Evans. It looks very much as though there will have to be a showdown at Heathrow and at the moment BAA seems to have miscalculated that BAA needs to support Colin Evans & Co.

Yet Another Unresolved Issue

HALT(S) chairman Colin Evans has admitted in a notice to drivers published on June 27th that HALTS is a private company and not a like for like replacement for the HALT cooperative. HALTS

directors (aka HALT executives), often proudly proclaim that membership of their new company is open to all taxi drivers operating from Heathrow Airport. However, the real facts about the membership rules are only now emerging. HALTS likes to be known as Heathrow Taxis and in a letter written by the company's secretary, it's been explained in detail to a Heathrow driver that becoming a member of Heathrow Taxis is dependent on an applicant being approved by HALTS directors. On the assumption that the secretary is stating the company's membership rules correctly, it has to be asked if BAA can continue to force all Heathrow drivers to pay the new £0.80 HALT levy; especially if a driver is deemed by HALTS to be unworthy of membership. Is BAA prepared to charge lower entrance fees to Heathrow drivers who have been rejected by HALTS? Or, to make this point another way, why should drivers who have been refused membership of HALTS be forced to pay HALTS?

Legal Threats Against the LCDC

Earlier this year the LCDC received a number of sternly worded letters from a firm of solicitors acting for a group of individuals who deem themselves to be spokesmen for the London taxi trade at Heathrow Airport. Apparently, or at least according to the subject-matter of the solicitors' letters, the LCDC it is not within its rights to make legitimate criticisms of these self-appointed trade spokesmen and the various business schemes that they control. The LCDC responded to the solicitors enquiries and submissions by asking for more information about the background of their clients, however for some unknown reason no more has been heard.



A Minimum Fare at Heathrow?

Taxi ranks in London's west end offer minimum price fares that were established under the existing legal powers of Transport for London. It seems likely therefore, that TfL would not rule out the possibility of having a minimum fare at Heathrow for compellable hirings to many destinations in the Heathrow area. At the heart of any debate about a minimum fare at Heathrow lies the problem of suggesting a fare that's acceptable to drivers who do the bread and butter work on the ranks. Many drivers, especially those who keep the ranks running during the unsocial hours, are saying that there should be a minimum fare of £18. This figure is based on three observable facts about prices that travellers have to pay for other services at Heathrow. Fact one, it costs £18 to hire a luggage barrow on any of the terminals. Fact two, it cost £4.50 per head to take a Hoppa bus to any local hotel. Fact three, the minicab firms that operate from local hotel forecourts, all charge a minimum of £25 to go to the Heathrow terminals. Faced with these facts, it's almost impossible to argue that Heathrow drivers should not be able to charge a minimum of around £18 for their services.

We can't expect taxi fares from Heathrow to reflect that drivers spend three hours waiting for work, but on the other hand arguments about drivers costs have to be raised and put in perspective. First of all, in

order to meet unpredictable fluctuations in demand for taxis on the ranks, drivers will always have to spend at least one hour on standby in the taxi feeder park. Secondly, after leaving the park, drivers spend another 15 minutes driving and waiting before picking up on the ranks. All taxi passengers who use Heathrow airport's ranks are served by drivers who have spent at least 75 minutes under BAA's direction and control before they are hired. If supply and demand for cabs are to be evenly balanced, then feeder parks are an essential and integral part of the Taxi System.

It has been suggested that the irreducible time that drivers lose in the feeder parks should be valued at a nominal £10 per hour. When the latter sum is added to the gate money charge, a driver's costs when he arrives at a rank, are seen to be at least £18 before he gets hired. These costs do not include the diesel fuel used when running empty from the feeder park to Terminals 4 and 5.

Although Heathrow Airport is private property, the Airports Act 1986, states that any road or place within Airport boundary are places at which London Hackney Carriage law prevails. BAA has no statutory powers under either the Airports Act 1986 or airport byelaws, to make decisions on what London taxi drivers may or may not charge their passengers. Only Transport for London has the appropriate authority.

_BREAKING NEWS: Now available with or without the media screen – it's your choice!_BREAKING NEWS:



No more parking tickets

No more bilkers

No more missing big fares

3 x weekly direct payments to your account

Sign up and get £250 CASH

AND ITS FREE*
so no additional cost for you or your business

Ask those who KNOW

what VeriFone's card payment system means to them

I don't have to touch cards or jump into the back of the cab with the passenger. All I have to do is print a receipt. The tip options make passengers think it's the thing to do. It gives you more chance to get the big jobs. Mark Everitt, Taxi Driver, 6.5 yrs

See videos of driver testimonials online at verifone.com/uk-taxi or on youtube.com/verifoneinc

CONTACT US

Free phone: 0333 666 1000

Text CAB to 88802

Email: nemea-info@verifone.com

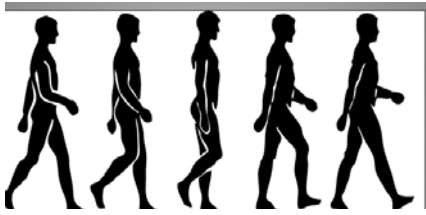
[@VeriFone_NEMEA](https://twitter.com/VeriFone_NEMEA)

www.verifone.com/uk-taxi

 **VeriFone**
THE WAY TO PAY™

* includes FREE kit, FREE installation, FREE maintenance, FREE support only available to London licensed taxis

Walker on the march....



Micky Walker
LCDC Member

RADIO TAXIS GROUP

RTG' released their figures in a press release a couple of months ago. However, this is not the press release version.

The one bright spot in the accounts is the level of losses. RTG only lost £73,000. Considering the combined losses for the previous 3 years amounted to £3.6 million, £73,000 sounds like a success.

The turnover figures look good compared to the previous year, showing a 12.1% increase on the previous year at £35.7 million but these figures were still down 29% on the £50.3 million made in 2007, three years previously. Also, of the £35.7 million, £4.1 million was combined management fees, driver subscriptions and fleet rentals, leaving £31.6 million in fares. However, almost a third of these fares, £9.5 million, were passed to third parties, presumably minicab partners. So, it would appear that total taxi fares billed were just over £20 million.

Driver numbers appear to be on the slide also, if subscriptions are a reliable guide. Driver subs were £3.5 million in 2007. They have fallen in each year since and in 2010 they had fallen to £2.5 million, a fall of 29% in four years. At an estimated weekly subscription of £40, this would equate to 1678 drivers in 2007, falling to 1200 currently.

This rather begs the question of what has been gained from the de-mutualisation of Radio Taxis? Fair enough, the members each

received £1100 plus some near worthless shares. What else though? The intention of de-mutualisation, according to the prospectus they produced, was to raise capital to develop Executive First (chauffeur cars), minicabs, minibuses, bikes and motor-bikes.

All of these projects either did not get off the ground or lost money before ditching them. One Transport, RTGs "platform" for a "one stop shop" for booking cars and taxis' has been developed and rolled out. From a driver's point of view, it is doubtful whether a "platform" that delivers a third of the turnover to car firms, can be viewed as a seat of deep joy. Even from management's viewpoint though, did they really need to de-mutualise to bring this about? DAC have managed something similar with "Concierge" and they had no need to de-mutualise.

Since de-mutualisation, the losses incurred and the payments made to members, total more than the investment injection put in by Brian McBride, so there does not appear to have been any investment gain for the company.

Maybe I am missing something but to me, the only outcome so far from de-mutualisation to date, is putting £1100 in each member's pocket and drivers losing the control of the company to management and major shareholders.

DAC ACCOUNTS

DAC have seen their turnover fall for the fourth year in succession. 2010 turnover fell by £2.435 million to £31.174 million. This puts DAC behind both Comcab and RTG in terms of turnover. Over four years, DAC has seen turnover fall by just over a third, 37.64%, from £49.992 million.

There is better news for their surplus (aka profit). From a

£112,000 loss in 2009, they have recovered to a surplus of £336,000. However, this is only just over a third of the £934,000 they made in 2007.

With regard to driver/members, they have lost 169 and gained 97 driver/members, making a net loss of 72 member/drivers, making a total of 1835 members for 2010. Total subscriptions fell from £2.758 to £2.550 million.

The accounts show that payments to drivers in 2010 were £27.248. This raises an interesting point. Driver payments have been fairly steady over the last five years, ranging between 87 – 89% of turnover. Service charges amounted to £3.926 million, or 12.6% of turnover. This brings questions about DAC's Concierge booking platform.

The figures for Concierge are not clearly identified in the accounts. Apparently, DAC make a small charge when they transfer a job to a minicab company via Concierge. The obvious place to include these fees would be in the service charges. If this is the case, not only does 12.26% (£3.926million) appear to leave little room on top of normal charges on cab fares for Concierge fees, but the consistency of driver payments to turnover ratio also suggests that there is no significant increase in Concierge fees over the last five years.

Possibly this is a simplistic view, but I have to ask why bother with Concierge? If the purpose of DAC itself is to supply work to its members, hence the mutual association, then it would appear that supplying work to minicab companies runs contrary to that objective. If the rationale for DAC's existence is, as its BOM appears to think, that things are run for the good of the circuit and the benefits of that will trickle down to the membership, it appears to be a failed experiment. The members have paid £2.550 million during 2010 in subs, plus made interest-

free loans to the circuit that amounted to just over another million at close of play in 2010. All of this to make a surplus of £336,000. On a purely profit basis, members would have been far better off by keeping their subs in their pockets.

Therefore, the deciding factor must come down to the additional quantity and quality of the work drivers receive over and above what can be earned from the street, from the circuit. This being so, I fail to see where Concierge can be effective in achieving this objective. As I say though, perhaps I have too simplistic a view.

DO OUR CIRCUITS HAVE A FUTURE?

The overall trend appears to be very worrying. Comcab, our leading circuit, have lost more than a quarter of turnover in the last four years. RTG, our second biggest circuit, has fared even worse, losing a third of its turnover. DAC, our third largest circuit, has fared even worse still, dropping nearly 40% of its turnover.

Now, many will say that this is due to the recession but I do not believe even that cold comfort is available. Just five years ago, Addison Lee (AL), London's leading minicab company, came a poor second in turnover to Comcab on its own. Currently, the three circuits combined only exceed AL's turnover by a mere 8.5%.

So, while our big three circuits have been busy, collectively losing 31% of their total business over the last four years, AL have been happily increasing theirs by 90% over the last five years. From this, can we assume that whatever the way forward is for our circuits, it is not the path they currently tread?

Taxi Air Conditioning



All makes of Taxi and Cars Serviced and Repaired

Mobile Service

We come to You

Tel: 020 8715 0079



Covering London & the Home Counties

Simon Hughes attends PEDICAB Bill for LCDC

On Wednesday 17th July the LLA & TFL (No2) Bill had a reading in Parliament. This bill wishes to allow pedicabs to have legal ranks provided by Westminster City Council, and sign up to a voluntary scheme of registration.

We at the LCDC moved to stop this and contacted our local MP Simon HUGHES and asked him to attend the reading and object to the bill, thus stalling it up even further.

I am very happy to report that Simon attended the reading at

the house and the bill was objected to.

The Bill has now been moved to September 6th and we are now planning to do the same again.

As working cab drivers, we at the LCDC will not sit by and allow this scheme to be rolled out. The pedicabs should be BANNED not given ranks, this plan is a disgrace.

If you want to stop pedicabs having ranks in Central London, then do something about it, join the LCDC and for just 50p a day make a stand, and say NO.



Visit the club's website
www.lcdcorg.wordpress.com

TAXI TALES





Alan's Angle

Zig Zag Madness!!



Why is it we are forgetting one of the most important parts of the highway code when it comes to stopping and dropping off passengers

on zig zags at crossings?

I find it hard to believe that some drivers seem oblivious to this law as I see this offence on a daily occurrence.

Now I'm not going to preach to you on the what to and not what to do, but when stopping for

customers please either stop before or after the zig zags.

They are governed by road regulations and can be enforced by the police or local authority, with 3 points awarded if you are ticketed by the former.

If your customer does not want to walk the extra 20 odd feet to get in your taxi then don't look at it as a fare lost but probably a £65 saving as local councils are now cashing in on us stopping and dropping off on zig zags.

This is a dangerous manoeuvre as you are creating a blind spot on the crossing and one that is hard to appeal against especially when they have you on film. However, the film can work for you as well.

I recently won an appeal for a member who had stopped to allow someone to cross on a zebra crossing and the council saw fit to issue him with a ticket for picking up on zig zags but the film showed the customers didn't even approach the driver but just jumped in.

At the moment it seems the crossing in Waterloo Rd is milking us of our hard-earned cash, so lets just make sure that we are well clear when picking up and dropping off at all zig zags.

Canary Wharf camera car



It looks like canary wharf security is being tightened up with the introduction of a new smart car fully equipped with PCN camera on top.

With new sign's going up on the island telling us they don't want taxis parking up looking for customers.

I await the next sign to follow saying No Private Hire parking, personally don't think that will happen as we seem to be the ones being chased off from parking up outside offices that have no rank space outside.

I have spoken to Canary Wharf Security who at the time assured me the vehicle was only for enforcing security, as if the island didn't have enough cameras watching our every move already.

This vehicle now is being parked outside KPMG with a good view of taxis parking up at Barclays and also as a view of HSBC .

We have seen these vehicles being bought by councils all over town and they don't come cheap and their sole purpose is to issue PCN's to us and the motorist, so I await the first one to be issued.

So please be aware of this vehicle when laying up hoping to trap one back in.

Piccadilly- The Jury's Still Out!!!

On the 3rd of July Westminster Council opened the first part of the two-way system that is part of their overhaul of the St James road system. So far there has been a mixed reaction as to whether it as proven a success, Travelling west to east has seen a vast improvement when using St James and Pall Mall. However travelling west on Pall Mall has turned into a complete disaster with traffic grid locked and with St

James struggling to cope with the traffic.

We can only hope that when the Piccadilly section is finally opened open up allowing traffic to travel west on Piccadilly (we are told this will be around November!) that problems currently being experienced will be solved. If this is not proven to be a success this will have a huge impact on us being able to provide the public with a cost-effective service and as a consequence it will threaten our ability to earn a living. The disruption

being caused by the construction of cross rail, as well as the congestion caused by the changes in Piccadilly, Westminster is fast becoming a no go area for taxi drivers trying to earn a living Adding insult to injury the introduction of the new scheme means we are going to lose some of our rank space, one being the rank at Fortnum and Masons who are supporting the scheme and were unaware they was losing their rank.! And finally whilst on the subject of Westminster whoever was responsible for the decision to

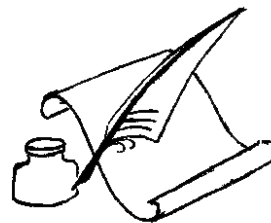
close Park Lane after the concerts finished in Hyde Park needs sacking!!!

The chaos that ensued quite frankly was a disgrace, traffic was completely gridlocked, not a policeman to be seen as thousands of people spilled out onto the streets. Goodness knows what would have happened if the emergency services were needed to attend an incident, they just would not have been able to get through. Is this is the level of organization we can expect at next years Olympics? If so then God help.

News in brief

- Old Broad St from London Wall to Liverpool st is now buses and loading only please be careful as the camera is ideally placed to issue PCN's in Old Broad St for taxis dropping off.
- The rank at Hammersmith will be suspended some time in the next few weeks after planned works were cancelled earlier this month. The whole rank will be suspended first, then after a week the first 2 space will then be made available.
- Certain rumours doing the rounds regarding the removal of the taxi rank at Clapham Junction are untrue. There are no plans to remove the rank after the new rank in Brighton yard as now opened.

Member's letters



Hi Darryl,

As I promised during our telephone conversation, I have put pen to paper for the first time in 11 years as a driver to thank you, and also to warn other night drivers of the pitfalls we face.

During my night shift some 4 weeks ago, I got myself into a difference of opinion with a passenger during our journey. At the end, he got out and told me to "sing" for my £28.60 fare. I got out the taxi and followed him whilst phoning the police on my mobile. On their arrival the passenger turned to the police and told them I had racially abused him and threatened him.

I ended up at the police station at 3am in the morning, and all this after 10 hrs in the saddle.

I called the LCDC 24 hr duty solicitor who turned up 30 minutes later and after he had discussed the events with me, he held a meeting with the officers, and I am pleased to say I was released without charge some 2 hours later.

All I can say to other night men is why put yourself on offer when for just 50p a day you get legal cover through the night whilst working.

Thank you again very much LCDC
- P.Jenkins

All is not what it seems

I wanted to express my views regarding taxi driver etiquette within the trade. I only seem to read letters about frustration with lack of etiquette and general the suspicion of other fellow drivers deliberately 'stealing' fares.

All is not what it seems when it comes to passengers getting out of a taxi and that very same taxi picking up another customer whilst a cab with their light on, is behind them.

I picked up a fare from Imperial Wharf on a Sunday 11th July at approx 22:15 and he wanted to go to Hans Crescent. On arrival at Hans Crescent, my customer said that he needed to go to a cash machine and I waited in Hans Crescent until he returned from the cash machine. He was taking a very long time so I assumed that I had been bilked and switched my light back on. Just as I switched my light back on, the customer came running back into Hans Crescent and said that the cash machine was not working. Pleased that the customer had been honest, I offered to take him to a cash machine outside Harrods free of charge.

I drove out of Hans Crescent with my 'meter off' and sat at the Sloane St traffic lights for what seemed like hours! My customer said that he would run around the corner into Brompton Road and then come back to me with the cash. This time, I thought that I had really been bilked and switched by light back on at the traffic

lights... it was a busy night and I had spent a lot of unpaid time with this customer.

My customer came back after about 2 mins with cash and paid me!! Seeing that my light had been on for the best part of 2 mins, a lady asked me if I could take a fare. I said yes and lady got into my cab, whilst I was still at the top of Sloane St. Then I heard a loud horn beeping from behind me. It was an old chap in a Fairway who subsequently 'cut me up' outside Harrods, whilst my lady customer was on board.

I had not really had a fare for about 15 mins, prior to the lady hiring my cab and simply did my previous customer a favour by taking him to a cash machine for gratis. The last time I had a similar incident to this was when I was requested, from a line of ranked cabs, to take a very drunk female home, by a member of the public. I have a 'unique selling point' as a cab driver that I will not advertise on paper, as it could be considered to be discriminatory.(I am a female cab driver)












If the cab driver who was behind me reads this letter then maybe he would think twice before trying to cause an accident outside Harrods, whilst I was carrying a member of public legitimately in my vehicle!

I was not selfish in any way and I did not steal a fare from the Fairway driver who was behind me in Sloane St!

- Karen (Member 3572)

Martin Cordell & Co. ACCOUNTANTS

Does your accountant supply you with the following?

-  Over forty years of experience with the Licensed London Taxi Trade.
-  Processing of self-assessment returns.
-  Advice on trading as a Limited Company with its tax advantages and potential pitfalls.
-  Preparation of accounts.
-  Initial consultation dealing with loss of earnings claims (due to accidents on the road etc.)
-  Letters to banks, building societies and other lenders.
-  Specialist in-house facilities to deal with Inland Revenue enquiry cases.
(This is expensive and time consuming. Ask your accountant how much he will charge should this unpredictable event occur).
-  A three hundred and sixty five days a year service.
-  A 'nightshift' service.
-  Offices in North and East London.
-  First consultation free of charge.

Martin Cordell & Co ... Do!
All for one yearly fee

The London Taxi Trades Premier Accountants

020 8980 7161

(24 hour answering service for prompt service)

(24 hour answering service for prompt service)

1-5 Alfred Street, Bow, London E3 2BE also at
Front Office, First Floor, 9 Church Road, Stanmore, Middlesex HA7 4AS
www.martin-cordell.co.uk



The return of The Nut Behind The Wheel

Recently, I was sitting in a lovely cool bar shaded from the fierce Spanish sun sipping a refreshing Tequila Sunrise. The atmosphere was heady; insects were buzzing lazily around the flower beds while the distant squeals of delight from children on holiday drifted over from the nearby pool. Don't ask why, but I got to thinking what the traffic-heads at TfL and Westminster Council were doing sitting at their desks enjoying a lunch of a stale ham sandwich and a crap coffee from the office machine.

They were probably chewing the heads off their pencils as they searched their little brains for an inspiring scheme to squeeze even more money out of any motorists who dares to nudge his bumper into London territory. Well, don't worry guys - I've got one for you.

Halfway through my second drink my mind meandered back a few years to a holiday in America. We were in the Venice area of Los Angeles and had parked in a side street to get some lunch in a nearby diner. I generously fed the parking meter but, even so, decided to go and check it out. We had parked just around the corner in a side street so I wasn't duly worried when I noticed a police officer writing a ticket close to our vehicle. I checked the meter. 'We're OK, still got thirteen minutes left on the meter', I said to the officer. 'No you ain't, boy' came his reply, 'You're parked facing the wrong way. In this state it's an offence to park facing the traffic. Sorry, I know you're British, and a visitor, but I've started on the ticket. It's a thirty dollar fine.'

You can't win, can you? 'Are you planning on visiting London with your family?' I asked. 'Sure am, boy, soon as the leave builds up'. 'Well, we'll get you when you come to our town, mate'. He laughed - rare for an LA cop - and gave me the ticket.

Paying it was the real nightmare. The place was like a social security office with people taking and giving money from behind big iron barred windows. I went in alone. Every shit-head in LA with a grievance was in there. The armed guard kept his hand on his gun at all times and I snuggled up so close to him that he must have thought I wanted us to get engaged. Eventually, I paid the fine and ran out.

But, there you have it Mr and Mrs Pasty-face of TfL and Westminster Council, a new way of garrotting any unsuspecting motorist who parks facing oncoming traffic. And there's no need to tell them about it - just write it into the bye-laws and nick the bastards. Taxi drivers, of course, will need to be exempt - well, it was our idea.

SECURITY AT HEATHROW

Heathrow is one of the busiest airports in the world. And, as if we didn't know, the 2012 Olympics in London are creeping closer and closer, so you would think that security at the airport would be on orange alert at least. Maybe it is, but we're not seeing it - and we are the eyes and ears of the airport, or so the suits tell us. However, touts are a continuing problem. Just the other day the guy I picked up from T5 told me an Indian bloke offered to take him to South Kensington for £85. For a tout, that's a bit on the low side. But my punter was a solicitor and yet even he might have been tempted if the price had been lower.

Even so, anybody who is a bit 'suss' should be questioned and thrown out of the airport if they have no business being there. We now have a new tout squad, but they are stretched before they start and cannot hope to tackle the problem with the manpower that would be required to protect such a massive airport. Enter the Taxi Marshals.

At Heathrow we have a band of men (around 30 licensed taxi drivers) who act as taxi marshals on the terminals. Their remit is to report any touts to the police and generally make sure that all punters find their way to the taxi ranks. In a way, it's a thankless task, but they do get some concessions, such as only doing two-thirds of the porridge in the feeder park. Fair enough, they've earned it. They do a good job policing the airport - a service, by the way, that BAA get free of charge.

Not so long ago one of the marshals witnessed a known tout entering the terminal and walking up to a coffee machine. He duly unplugged it and then plugged his laptop into it. Then he walked away. What bloody audacity, but he knew he could get away with it. The Woodentops were informed - and did nothing, yet that tout could have been a terrorist and the laptop could have been a bomb. But, as far as we know, the police didn't even investigate.

What hope is there for the thousands of people coming here next year either to compete in or watch the Olympic Games? Will an under-manned tout squad and a handful of taxi drivers be enough to guarantee the safety of Heathrow's passengers? Of course not, but the scenario will be one we are all used to by now - when a bomb goes off and kills and maims countless people the police will say that they are 'working together for a safer London' and that this 'will never happen again'. Oh yes it will, because security at Heathrow appears to be so lackadaisical that soon you will be able to wheel a washing machine into a terminal, plug it in, and launder your underwear while you nick a job to Oxford. What a sorry state of affairs. Boris, please take note.

LUTON AIRPORT?

Not my favourite airport, unless I've got a punter in the back of the cab. However, the wife booked a week in Menorca and we had to fly out of Luton. Apart from the fact that they charge a pound for taxis and cars to set down, you only get ten minutes to get out - not good if you are picking up a fare who, by the way, would also be a customer of Luton airport. And if you want a trolley that'll be two quid, please. Treating customers and users of the airport in this way is, in my view, short term. Sooner or later the customers will go elsewhere, and who can blame them?

Then my son-in-law got pulled up as we put our hand baggage through the customs x-ray machine. It was serious. The customs prick found my 3-year-old granddaughter's Hello Kitty knife and fork - her favourites. The customs prick was obviously crapping himself at the prospect of a 3-year-old holding the plane to ransom with her little knife and fork and demanding to be taken to Libya. He then held the knife and fork above his head - luckily she didn't see this - and dropped them from a height into the bin. What a prick. This airport sucks.

What was the point of what he did when we could have nicked a much bigger knife from an airside restaurant and taken that onto the plane? It's such a shame that for many people visiting this country for the first time their first experience of Britain has to be Luton airport.

THE QUEEN OF SHEBA

Actually, her real name is Tilly - my 3-year-old granddaughter - but her powers are on a par with the Queen of Sheba's. We pander to her every need; we tip-toe around when she has a nap, and we shower her with gifts and sweets when she gets a bit peeved. She tells me off, and gives me advice. She's three, for goodness sake.

That customs prick was lucky she missed the binning of Hello Kitty's knife and fork. If she had witnessed it and demanded his demise we might have carried out her wishes.

Officially, she's not Royalty but, as every grandfather knows, grandchildren have that uncanny knack of making an old bloke who's done nothing much more than drive a cab around London feel like a king.

CREDIT CARDS AND WONGA

The vast majority of us now have the facility to take payments via a credit card. It may be through the radio; it may be with one of the machines given out by the guys at the airport or it may be with one of the companies offering the service to taxi drivers. The question is: how much are we legally entitled to charge for this provision of credit? Because that's what it is. On the fare chart we can charge up to 15% although most of us stick with 10%. But what if we set a minimum charge of, say, £44? Is it legal? Well, as far as I know it has never been challenged in a court of law, but there is another example of giving credit in the form of short term loans and charging 360% for the service.

Have a look at www.wonga.com. This website is quite legal and, I must say, they make it very clear that if you borrow £400 for 30 days you will pay back £525.48 - at an annual interest rate of 360%. And, to their credit, they also point out that this is a representative APR rate of a hefty 4214%. I'm not knocking Wonga.com, they have an excellent website and obviously provide an equally excellent service for anyone temporarily strapped for cash. No, my point is that if they can legally charge these rates then why can't I charge a punter at the airport £50 to go to a local hotel if they insist on paying by credit card? Where's the problem - or the difference? The punter always has the alternative of nipping back into the terminal and getting cash out of a wall machine or Bureau de Change.

I think we need a bit more clarity on this one.

THE LONDON TAXI DRIVERS' FORUM

It can sometimes get lonely out there, especially if you haven't had the time to catch up with the gossip on the ranks or in the eating houses. But you can still stay in touch. Click on <http://londontaxiforum.co.uk/default.aspx> and join the London Taxi Forum. It's there for you and every other licensed London taxi driver. It's a great forum and the debates can get quite heated - but would you have it any other way?

London taxi benevolent association for war disabled. Trip to Worthing

DEREK LEONE HON. PRO

On Tuesday 14th June 2011 The London Taxi Benevolent Association for War Disabled held their 63rd outing to Worthing.

The small village of South Holmwood near Dorking was the meeting place, it is normally a quite little village, but from 8am and for the next three and half hours with 110 taxis arriving, it was turned into a noisy and busy place where veterans and drivers enjoyed the refreshments that had been laid on in the village hall which were supplied by the local residents who throughly enjoy the day.

At approximatley 11-15am in brilliant sunshine the drivers and vets made their way to the taxis for the journey along the A 24 to Worthing, this year The British Legion Motorcycle Section arrived and escorted the convoy to Worthing and the LTBAFWD are very grateful for their assistance on the day.

On arriving at Worthing all the vehicles were parked in the Civic Centre car park and everyone made their way into the Assemby Rooms where the tables had been set out ready for lunch.

The master of ceremonies Mr. Melvin Zeff announced that a minutes silence would be observed for those no longer with us, Councillor Ann Barlow the present Mayor then welcomed our Patron Dame Vera Lynn DBE,LLD and

all the veterans and drivers to Worthing and hoped that they were going to have an enjoyable day, grace was then said and lunch served, during the lunch we were entertained by Mr. Iain Flitcroft on the magnificent Worthing Wurlitzer organ with a selection of tunes which was appreciated by e everybody in the hall and our thanks go to Mr.Jim Buckland of the Sussex Organ Trust.

The Secretary of The London Taxi Bnevolent Association for War Disabled Mr. Paul Davis gave the loyal toast,the Master of ceremonies Mr. Melvyn Zeff the announced the President of the LTBAWD Mr Harry Joel M.B.E. who thanked everybody for attending and thanked the drivers for giving up their time to transport the veterans, the Master of ceremonies then annouced the Chairman Mr.Richard Hudd who thanked the councillor Anne Barlow for her kind words of welcome, and also Mr. Peter Latham Cheif Executive of Worthing Council for the help over the years, also Sue Richardson and Rosie Gray who over the years have also giving valuable assistance in the months leading upto the day of the outing and wished them both a happy retirement, also The Dutch Naval Attache Captain R.H. Compagne, thanks also to the vilage of South Holmwood which is also part of this day and thanks to residents for all the hard work that they do on the morning and evening of the outing and

we welcome two of the Ladies and also for the first time two Veterans from the village, this is small charity and we have to try and compete with the bigger charities for funds so we would like to thank the veterans for their help at the stations and Millwall Football Club who have been very helpful in allowing us into the ground and also one of the drivers John Rowlands for organising the Golf Day every year, we would also like thank The Licensed Taxi Drivers Association for allowing us to use their premises.

The Chairman then thanked the 120 drivers who had given up a days work to bring the veterans on this outing, and all our sponsors, and thanked Mrs Audrey Sherry for her donations for fuel for all the drivers, presentations were made to the of Mayor of Worthing Anne Barlow our Patron Dame Vera LynnDBE LL.D and Mrs.Hickey.

The Master of Ceremonies then introduced the Guest of Honour, Group Captain Stanley Hickey O.B.E. FRAES FCIM, thanked us for inviting him and it was an honour to be able to speak to the veterans in his speech Group Captain Hickey said that if Mr Cameron wished to see the big society at work he would do well to look in on this outing.

The Secretary Mr Paul Davis then read out letters of loyal greeting from Her Majesty Queen Elizabeth 2nd and His Royal Highness Prince Charles and

The Duchess of Cornwall.

Following lunch and the speeches it was time for a walk down to the seafront with the drivers supplying a shuttle service for those that could not manage the walk, this was greatly appreciated by the veterans, at 4-15pm everybody returned the Assembly Rooms for the afternoon tea, and we entertained by The Jive Aces who in their yellow suits soon had members of the audience on their feet and dancing.

All too soon it was time to leave Worthing and make our way back for some of the vets it was time to go home and others it was back to South Holmwood to continue eating and drinking and enjoying themselves, so ended the 63rd outing.

The Committee would like to thank all of our Sponsors not only on the day but for their advertising in The War Disabled Diary, the Villagers of South Holmwood, St.Johns Ambulance Service, The Royal British Legion Motorcycle Section, and you the drivers it has been said every-year that without you ladies and gents giving up your time, this outing and many others like it would not happen and we thank you for your continued support, also thanks to Green Arbour Publishing for donating 500 copies of Britain at War magazine.

W.W.W TAXICHARITY.ORG



"I've been a Ubiquitous driver for years; they're very committed to looking after drivers and this is the best deal in the market!"

Eddy Chapman



MISSED OUT ON VODAFONE LIVERIES? NO PROBLEM!

Ubiquitous needs flexible livery drivers now and we've got a cracking deal for you!

- ☞ We're looking for TX2 and TX4 black taxis only
- ☞ Green badge drivers only
- ☞ Engaging personalities for regular PR work
- ☞ Day, night or mixed drivers
- ☞ Taxis and hubs in good all round condition

UBIQUITOUS
“WE ♥ OUR TAXI DRIVERS”

Call us now to find out more on
020 7291 3700

thelcdc@aol.com

London Taxi Driver Slang

GRAHAM GATES

Slang, sometimes derided by purist who themselves don't hesitate to use a word or phrase which they think is acceptable, yet may derive from unseemly sources unbeknown to the user. "Berk" is a fine example. I think slang is fun; it enriches and enlivens a language. It is often witty, usually apt and can be biting or gently euphemistic. Sorry, I didn't mean this to sound too academic, it's just that I like its use when appropriate.

I got interested in slang as a kid growing up on a prefab estate in Devonshire Road, SE23. My old man and his mates would get together round our kitchen table for their weekly game of cribbage (we couldn't afford a telly), always accompanied by generous amounts of pale/light/brown ale (which is why we couldn't afford a telly). In return for acting as pot boy I was allowed to sit in and listen to the banter. I became fascinated by their use of words. Some words I knew, some I knew I shouldn't have known, some I didn't know and some I thought I knew but seemed to mean something different. I used to write down those I could

remember –not the naughty ones, of course, though I once got a right belting for innocently using the "c" word when I'd no idea what it meant. The old man would explain those I was allowed to know; there were quite a few rhyming slangs as I recall.

Wind the clock on twenty-five years to when I was doing the Knowledge at the old London General Cab Co, at the top of Brixton Road. That's where I first encountered "cab slang" or whatever you want to call it, and just like when I was a kid, I began to note down what I heard. Most of the early examples came from Old John – I never knew his full name – and I'm ashamed to say I forgot to give him a mention in the book. John was a retired driver retained by the General to help us poor knowledge boys

pass the "drive". Since then for around thirty years I've been adding to the collection. My main sources have been my fellow cab drivers, the trade press and the few books written about us. Surprisingly those eminent dictionaries of slang which claim to be insights into the wonderful richness of the English language contain few examples of "taxidiverspeak".

So far I've amassed over 750 slangs

and terms related to or exclusive to our profession. Fewer than half are in my little book,

so if some of your favourites aren't there it's due to lack of space or lack of knowledge on my part. I never intended to get published, I was persuaded by two things (a) there has never been a book exclusive to the subject and (b) sadly our slang is dying out. Gone are the days when you might hear older drivers conversing in sentences like, "I 'ad an 'urry-up, 'im'n'er from PGTips to the Shakes, I run it froo a right strawberry in fifteen minute, all fer a bleedin' legal!" That's a shame, because we cabbies are very good at expressing ourselves in inventive ways. Punters expect it, and they demand more from us than from those in other forms of transport in London. Why? Because we are different. We have our knowledge, our history, our traditions, our status and our slang. This last may only be a small thing but it's



part of the overall package. Don't let it fade away.

To win one of 6 copies, please call the office with the answer to this question.

Q. What is a connaught?

Please call the office on 0207 394 5553 for a chance to win this great new publication.

Rogues gallery

A SOUTH London private hire cabbie and his partner have been sent to prison after they were found guilty of falsely claiming housing and council tax benefits. Nura Kamara (34) and Hadiza Mohammed (31) fraudulently received £80,000 and used the money to set up a string of businesses in their home country.

The couple used fake names and were only caught when an explosion

at a neighbour's house in Oliver Grove, South Norwood forced them to apply for local authority housing. Kamara and Mohammed contacted Croydon Council in September 2010 but identity checks by officials uncovered benefit claims for their address under multiple names.

A search by police of their belongings found several fake passports and a roll of film which showed the private hire driver getting married to a French woman in 2003. It is believed that Kamara used the sham wedding

as a means to stay in the UK. An inquiry by the UK Border Agency revealed that Kamara owned a house, land and a goat and fish farm in Nigeria which are thought to have been paid for with the fraudulently claimed money.

He was jailed for three years at Croydon Crown Court and Mohammed was sentenced to 18 months after they both pleaded guilty on the day of their trial. The couple face deportation when they are released from

prison.

Councillor Dudley Mead, said; "This was a complex and difficult case that demonstrates the great pressures that councils are under to stop people stealing money that is meant to pay for people who really need the help that state benefits can give. "But it also shows that where it is necessary, Croydon Council will always take stringent action against benefit fraudsters."

STAN catches rapist

Tout driver Aston Murray (49) from Edmonton, North London was jailed for eight years in September 2010 after he was found guilty of raping a 22 year old student. He was arrested six years after the attack when police stopped him for taxi touting and his DNA matched samples collected at the time of the rape.

Chauffeur boss jailed

AN EXECUTIVE car boss has been sent to prison after he was found guilty of VAT and PAYE fraud.

Haris Mukhtar was jailed for six years after he siphoned off £300,000 of National Insurance and income tax from his 200 employees. The 40 year old Essex businessman was also found guilty of stealing £1million from the taxman after he claimed VAT refunds on cars he fraudulently said he bought for his business.

Mukhtar has previous convictions for fraud and carried on the VAT scam after he was charged and arrested. The chauffeur boss hid his illegal deals behind a wall of shell-companies and 21 different aliases. Mukhtar's younger brother Adam was also caught up in the web of deceit and was given a 12 month suspended sentence after he tried but failed to claim £27,000 VAT back for his own car hire company.

LCDC launches taxi logo watch



As you know, when you join the LCDC you are sent a fantastic logo sticker that goes on the back of your taxi. We at the LCDC have now launched an LCDC Badge Watch Scheme! Any member spotted in their taxi which displays the LCDC sticker will be eligible for the £15 Lidl voucher.

Opposite you will see the first winner. Steve Risborough who said

'With work now getting very quiet we used to shop at Waitrose, but now we are shopping at Lidl's. These vouchers will come in very handy with our weekly shop. Many many thanks.'



Tasty Café

For the best in home made Italian cooking



Pasta, chicken, meatballs, lamb, pork escalopes, sirloin steaks a speciality

MEALS
£6.50 INCLUDING TEAS AND COFFEES
£8.00 SIRLOIN STEAK DINNERS

PLASMA TV FOR ALL FOOTBALL

72 St John St, EC1
Tel: 020 7253 1907

SOUTHERN ALARMS

for all your Interior needs

FULL CARPET PACKAGES FROM £49 FITTED RE UPHOLSTERY FOR ALL TX TAXIS LEATHER / VINYL / LTI CLOTH RUNNING REPAIRS BACK ACHE?...NEW MEMORY FOAM FITTED GIVE YOUR TAXI A UPGRADE

5 mins from London Bridge Stn.

Tele: 0207 403 3002

London Taxi Hire

TX1s, TX2s, TX4s

*Great deals
Great service
Great backup*



Call: 07817 458 565

J&J TAXIS

SERVICE SPECIALISTS FOR ALL L.T.I. VEHICLES AND MERCEDES VITO TAXIS

DRIVERS REQUIRED FOR OUR EXPANDING FLEET

FAIRWAYS = £140 p.w.k TX = £165 TX2 = £180

Half flat and part time drivers catered for:
Great deals available for Butter boys & girls

FULL 24HR BACK UP SERVICE AVAILABLE

- ✓ Clean and friendly garage service and vehicle under warranty.
- ✓ V.A.T. invoices given / supplied.
- ✓ Full body shop facility with legal advice on hand for 3rd party faults.
- ✓ Free courtesy cab available for all crash and mechanical repairs

You may have tried the rest... now try the best!



**Now at the taxi centre (Off cable street)
101 -102 Golding Street**

**For more information contact Jason or Tony
TEL: 0207 481 9600
MOB: 07976710396**

THE BEST HAS JUST GOT BETTER!

Love boxing? Love Buncney



FURY Vs CHISORA:

Tyson Fury has come in for fierce criticism after threatening to kill Dereck Chisora in their domestic heavyweight showdown at Wembley Arena on July 23, insisting, "I'm going to snap your chin off your body".

The unbeaten 6ft 9in giant ramped up the war of words with British and Commonwealth champion Chisora during a conference call to publicise their fight. However, the 23-year-old let his emotions get the better of him when he took the insults to a whole new level, vowing to kill his fellow Brit - claims which forced Chisora to hang up.

Fury said: "I've a wife and two kids to

provide for and if it means killing you in the ring, that's what I will have to do. To beat me he will have to kill me because I'm prepared to die in the ring. I'm putting it all on the line. I'm going to snap your chin off your body.

"You are an arrogant little p****. I'll smash your face in. You are a s***house as well. It will come down to one thing on the night: who's got the bigger heart? Who wants it more? I know I want it so badly, nothing will stop me."

Although Fury later apologised for his outburst, an incensed Frank Warren, who promotes Chisora, wrote an angry letter to Robert Smith, the general secretary of the British Board of Boxing Control.

In the note he said: "It's totally unacceptable, unprofessional and unprovoked behaviour. It did nothing to enhance a British title fight. It doesn't enhance the sport as a whole, either. His vile insults and disgusting comments have no place in British boxing."

This latest series of events do little to raise the profile of the sport, especially when some sections of the media came down hard on David Haye's pre-fight taunts ahead of his world heavyweight unification clash with Wladimir Klitschko only weeks ago.

A furious Warren continued: "Fury has-

HENNESSY SPORTS PROUDLY PRESENTS

THE BIG BRAWL

TO SETTLE IT ALL

BRITISH AND COMMONWEALTH HEAVYWEIGHT TITLE

TYSON FURY CHALLENGER VS DERECK CHISORA CHAMPION

SATURDAY 23RD JULY
WEMBLEY ARENA, LONDON

24HR TICKET BOX OFFICE - 0844 815 0815
www.wembleyarena.co.uk

HENNESSY SPORTS Wembley Arena CHANNEL 5

Bill Subject To Change www.hennessysports.com

n't got much upstairs. In my view, empty vessels make the most noise. My man will not be at the head-to-head press conference on Monday listening to any more of that talk."

Despite issuing an apology, Fury defended his comments. "I didn't come on to this phone call to be aggressive, but when he comes out with stuff about

me having no heart, what do you expect me to do?

"I'm doing this for my family and I'm going to smash his face in. But I do apologise to anyone listening if I have offended them. All this trash talk is rubbish. I'm sick of talking. I just want to get in the ring and I just can't wait for fight night to come along."

Taxi Insurance Specialists
Tel: 020 8504 8222

SUTHERLAND

INSURANCE SERVICES LIMITED

- Competitive Quotes
- Choice of Policies
- Bonus Protection
- Finance Available
- Fleet Quotations

Dedicated Taxi Insurance Advisors.
37 years experience with the Licensed London Taxi Trade

Authorised by the Financial Services Authority

Adam D. Elliott

Vincent House,
99a Station Road, London, E4 7BU

SPECIALIST ACCOUNTANT TO THE LICENSED TAXI TRADE

Tel: 020 8281 0500
email: adam@taxitax.co.uk / SKYPE: taxitax



The Marksman

July has some of the best flat races of the year and none more so than the King George VI and Queen Elizabeth Stakes run at Ascot on 23rd July.

This is the first time the 3 year old colts can take on the older horses. The Epsom Derby winners have a great record in this race but Pour Mou has been put away for an autumn campaign with the Prix De L'Arc De

Triomphe as his main target. Workforce, last years Derby winner would have strong claims but is far from certain to run. Rewildings (5/2) who beat So You Think in the Queen Annes Stakes at Royal Ascot should go very close but my selection is St Nicholas Abbey (11/8). Aiden O'Briens horse has now finally started to show his true ability and with wins at Chester and Epsom already this year he can go on to take this

group one event. He is to short for me to suggest a wager but I do think he will win.

In last months issue we covered Royal Ascot. We gave five selections but unfortunately four did not run. Fortunately though the one that did run won giving The Marksman a 100 percent record (tongue in cheek). That single winner was Canford Cliffs who we gave as a 3 star bet to beat the French filly Goldikova.

The next group one event is the Sussex Stakes at Glorious Goodwood on the 27th July. Here Canford Cliffs (11/8) takes on the unbeaten 2000 Guineas winner Frankel (evens). Although there will be possibly 8-10 runners it really should be a two horse race. I couldn't advise a bet as its so tight but it really is a race to savour. At the end of the month in Ireland there is the Galway Festival, five days racing of the highest order. I remember a few years ago going to the festival, I came

back on the plane and my liver came back on another but that's another story!

The two feature races that week are the Galway Plate Chase and the Galway Hurdle. Dermot Weld always does well there and I recommend a two point win bet on his Majestic Concorde (12/1) in the Plate and also a 2 point win bet on the Charles Byrnes Jack Cool (12/1) in the Hurdle.

Finally I would like to pass on a little bit of information about a horse in Newmarket which is being aimed at the Totesport Ebor Handicap at York on the 20th August. I've already backed this horse ante post at 33/1. The horse has been working well and this has been the plan for some time. I mentioned this now because there is no August issue. The horse in question is Ted Spred trained by Mark Tompkins.

Anyway, Be Lucky and don't give too much to those awful bookie chappies!



COACHLINE TAXIS LTD

1 HAMPTON STREET, ELEPHANT & CASTLE, LONDON, SE17 3AL
020 7277 2200



FAIRWAY DRIVER

TX I

STANDARD SERVICE

£36.20

MAJOR SERVICE

£75.89

FRONT BRAKE PADS
FROM

£50.00

REAR BRAKE SHOES-
FROM

£90.00



TX4

SERVICING



10,000	£ 65.90	SERVICE	12,000	£ 65.90
20,000	£ 65.90	SERVICE	24,000	£ 65.90
30,000	£ 81.60	SERVICE	36,000	£ 219.61
40,000	£ 203.91	SERVICE	48,000	£ 65.90
50,000	£ 65.90	SERVICE	60,000	£ 65.90
60,000	£ 81.60	SERVICE	72,000	£ 219.61
70,000	£ 368.76	SERVICE	84,000	£ 368.76
80,000	£ 203.91	SERVICE	96,000	£ 65.90
90,000	£ 81.60	SERVICE	108,000	£ 219.61
100,000	£ 65.90	SERVICE	120,000	£ 65.90

ALL PRICES PLUS V.A.T.
PRICES ARE SUBJECT TO CHANGE

Official Service & Warranty Agent for
The London Taxi Company

TX II

STANDARD SERVICE

£66.58

MAJOR SERVICE

£99.77

YEARLY
OVERHAULS
SPARE CABS

BODYWORK
RUNNING REPAIRS
FLEET HIRE
DAY RENTAL



CLUB CLASS PACKAGE

AS AN L.C.D.C MEMBER YOU WILL RECEIVE:

- 24 HOUR DUTY SOLICITOR EXCLUSIVE TO THE CAB TRADE**
 Your 24 Hr duty solicitor hotline membership card. Piece of mind 24 hrs of the day.
- FULL LEGAL COVER**
 Our fantastic team of City Of London based solicitors and barristers, experts in Hackney Carriage and road traffic law.
- COMPLAINTS AND APPEALS**
 As a member of the LCDC, we will deal with any complaint that has been made against you by members of the public. Also we will attend the LTPH with you on any personal appeals that would affect your licence.
- HEATHROW AIRPORT REPRESENTATION**
 With our reps at the airport working hard on the trades behalf for a fairer, and more safer future at Heathrow.
- RANKS AND HIGHWAYS**
 The LCDC attend the Joint Ranks committee working hard for more ranks and more access for the taxi trade in London
- CAB TRADE ADVICE**
 All members can call the office for any information or up to the date news on any trade related subject.
- MEDIA AND AUTHORITIES**
 The LCDC is always the first to be called when the media want the " Cab
- Trades " reaction. The Chairman is a regular contributor on LBC, Radio London, and the BBC. We at the Club also represent the trade at meetings with the Mayors Office, TFL , LTPH, Corporation Of London, BAA, and all Local Authorities in the Capital.
- HEALTH CONCERNS**
 Are you concerned about your badge and bill due to your health? As a member of the Club, we can alleviate the stress by dealing with the authorities on your behalf.



Please complete this form and send it with your application form

(LCDC) Ltd UNIT 303.2
 TOWER BRIDGE BUSINESS COMPLEX, TOWER POINT,
 100 CLEMENT'S ROAD, SOUTHWARK
 LONDON, SE16 4DG
 0207 394 5553

Standing Order Form

Your Bank:
 Your Bank Address:.....
 Post Code:.....

Please pay the sum of £15 NOW and monthly thereafter until further notice.

Please pay the sum of £42.50 NOW and then quarterly thereafter until further notice.
 Quoting Reference No ()

To the account of LONDON CAB DRIVERS LTD,
 Barclays Bank Bloomsbury & Tottenham Court Road branch,
 PO BOX 1134, London W128GG
 Sort Code 20-10-53. Account No- 40450421.

Your Name:
 Account No:
 Sort Code:
 Signature:
 Date:



Application Form

Please complete this form in BLOCK CAPITALS

The subscription rate is £170 per annum. If you are unable to pay in a single payment please make one cheque payable to "The London Cab Drivers Club Ltd," with today's date for £56.67 and two post-dated cheques one month apart for £56.67.

Send the completed form to: **THE MEMBERSHIP SECRETARY, The London Cab Drivers Club Ltd, UNIT A 303.2 Tower Bridge Business Complex, Tower Point, 100 Clements Road, Southwark, London SE16 4DG**

Mr/Mrs/Miss/Ms:..... Surname:

First Names:.....

Address:
 Post Code:
 Badge No: Shift:
 Telephone No: (with full STC code):.....

I agree to abide by the rules of the Club. I also agree that the above information will be kept by the LCDC in a computer system under the terms of the Data Protection Act.

I understand that I will not be eligible for legal representation for matters arising prior to the date of this application. Thereby declare that I have no outstanding PCO of police matters pending.

Signed: Date:



ON THE KNOWLEDGE?

**WHY NOT EARN WHILE YOU LEARN
DELIVERING ENVELOPES AND
PARCELS BY BIKE**

**C90s NO PROBLEM * BEGINNERS WELCOME
GUARANTEED MONEY * FRIENDLY COMPANY * NO FEES
FLEXIBLE HOURS * MONTHLY INSURANCE * BIKE TYRE
ACCOUNT REPAIR WORKSHOP**

We support and provide work to Licenced Taxi Drivers.

**All passenger work booked through us goes directly to
Licenced London Taxi Drivers**

We support the Trade, please support us

NORVIN HOUSE

IT'S A POINT



LEROY REID & CO

**Chartered Certified Accountants
and Registered Auditors**

Leroy Reid & Co is a firm of Chartered Certified Accountants and Registered Auditors established on 1st April 1982 providing Taxation, Audit and Bookkeeping and Accountancy Services to the Licensed London Taxi Drivers, small and medium size businesses and charities. We are committed to putting your interests first, hence our Mission Statement:

"We work to a standard and not a price"

COST OF SERVICE

Our charges for the following services are £255.00 + VAT.

FEATURES OF THE SERVICE

- ◆ Free consultation.
- ◆ Preparation of Accounts.
- ◆ Completion of Self Assessment Tax Return.
- ◆ Submission of completed Tax Return.
- ◆ Letters to Building Societies and Banks.
- ◆ Confirmation letter regarding Loss of Earnings.

We also have trained staff and associates specialising in all aspects of the tax system who will be able to efficiently and effectively deal with all tax issues and Inland Revenue investigations related to the Licensed London Taxi Driver.

Please do not hesitate to contact us if you require any further information.

299 Northborough Road, Norbury, London SW16 4TR

Tel: 020 8764 6675 / 020 8679 4226

Email: leroy@leroyreid.co.uk



SIMIA WALL
THE TAXI DRIVERS ACCOUNTANTS

**178 BISHOPSGATE,
LONDON EC2M 4NJ**

FOR APPOINTMENTS PHONE

0208 732 5525

*THE ACCOUNTANTS YOU
CAN TALK TO!*

Visit us at: www.simiawall.com

Also at Devonshire House Stanmore HA7 1J8

OFFICE HOURS

Club Office hours are between 10:00am and 5:30pm each day Monday through Friday.

You can call in to discuss Sickness and Accident Insurance and Membership Enquiries, or any complaints and/or summonses incurred whilst driving your taxi at work.

You may also telephone for an appointment to speak with an Officer of the Club on any of the above matters in the strictest of confidence.

Call 0207 394 5553

**TAXI GLASS
REPLACEMENTS**

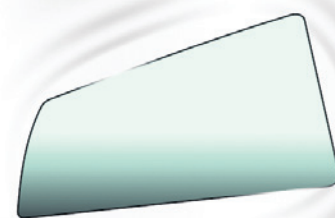
**TX1 - TX4, FAIRWAYS &
METRO CAB**



FRONT WINDSCREENS

all TX models

£99
supplied
and fitted



SIDE GLASS

all TX models

£59
supplied
and fitted

**UNIVERSAL
WINDSCREENS**

REPAIRS/INSTALLMENTS LONDON, KENT AND SURREY
ALL CARS AND COMMERCIAL VEHICLES, ALL MODELS.

0208 819 7888

universalwindscreens.co.uk

STEAM & SUN

Londons only 5star Massage Parlour

NEW Grand Package!

Vip package including:

Two Girls x One hour
+
Luxury Penthouse Suite
+
Free drinks & Bottle of

Dom Pérignon

All Inclusive

£1000

**Drivers Get
£400 Cash!**

Please Call first.

Standard Package

Including:

One Girl x HALF hour
+
Standard Room
+
Use of Sauna / Steam
+
Access to Bar.

£150

**Drivers Get
£75 Cash!**

The clients must be **NEW** & You must bring them into reception yourself & mention The **PACKAGE** deal

Clients that have been before or that you do not bring in, will only pay standard entrance fees & Drivers will get only **£10**

www.steamsun.com

17 Chalton Street, Euston, NW1 1JD, 0207 388 8153

Low cost taxi insurance
with
LJJ Taxiplus



**London Hackney
Carriage Drivers
call 01268 698345**

plus lots more:-

- + £10 Million Public Liability available on request
- + Free claims handling service (fault and non fault)
- + Legal Expenses from £62.50
- + Full breakdown, recovery and home start cover from £98.25

Go to our web site www.ljntaxiplus.com
or
call Eddie on 01268 698345

All Insurers 'A' rated or better
including LV/Highway+ Aviva+ Sabre+ RSA

LJJ Associates Ltd is Authorised and Regulated by the Financial Services Authority
Number 303076. MSB House, 2 Denham Road, Canvey Island, Essex SS8 9HB



LJJ Associates Ltd offer many other insurances PTO



**NEED A MORTGAGE?
NEED TO REMORTGAGE?
WITH NO PROOF OF
EARNINGS!!!!**

Allan Reece Associates in association with the country's leading mortgage lenders has increased the value of your licence with an exclusive mortgage scheme tailor-made for licensed taxi drivers.



**NO PROOF OF EARNINGS REQUIRED
EXCLUSIVE TO LICENSED TAXI DRIVERS
SPEAK NOW TO THE MORTGAGE SPECIALISTS
FOR LICENSED TAXI DRIVERS**

RING 01708 733730
(24 hour answering service)

Applicants may obtain, on request, a quotation in writing about the terms on which we are prepared to do business. All loans are made subject to status. Minimum age 18.

**YOUR HOME IS AT RISK IF YOU DO NOT KEEP UP REPAYMENTS
ON A MORTGAGE OR OTHER LOAN SECURED ON IT**



Allan Reece Associates

Allan Reece Associates for Financial Mortgage, Investment and Insurance Services. York House, Western Road, Romford, Essex, RM1 3LP. Authorised and Regulated by the Financial Services Authority. Licensed under the Consumer Credit Act 1974.



K.W. TAXI SERVICES

UNIT 10 BRYANT AVENUE
INDUSTRIAL ESTATE ROMFORD
ESSEX RM3 0BY

01708 373 786

FAIRWAY, TXI, TXII, TX4

Overhauls, Servicing, Repairs
Fitting only LTI Factory Parts
cab rental, best rates,

24hr RAC cover, Fairway, TXI

**KEEPING LONDON'S
TAXIS MOVING**

MORRIS TYRE SERVICES

TAXI REMOULD

£38.50+VAT

**TEL: 0207 231 5857
72 ENID STREET, BERMONDSEY,
LONDON SE16 3RA**



**HORWICH COHEN
COGHLAN
Solicitors to the LCDC**

Specialising in Road Traffic
Offences and Hearings before
The Public Carriage Office

Please contact Lorraine Windell
on - 020 7332 2233
1 Creed Court, 5 Ludgate Hill,
London EC4M 7AA

**SECOND HAND PARTS
BREAKING LONDON TAXIS
FAIRWAYS/FAIRWAY DRIVERS**

Engine, gear boxes, wheels,
beams, axels, early diffs,
wings, bumpers, doors,
postal service available

CALL IN OR PHONE

R/O 1152 London Road,
Norbury, London SW16 4DS

Tel: 0208 764 3242

E-mail: graham@taxismartok.freemove.co.uk

**ROYTONES OF
CAMBERWELL**

Arch 309-310, Wyndham Road, London SE5 0UN

- OVERHAULS • SERVICING
- RUNNING REPAIRS
- ACCIDENT REPAIRS
- CABS FOR RENT
- ALL SPRAYING IN LOW
BAKE OVEN

020 7703 3744

C&M Taxis

TXI, TXII and TX4
& Fairway Drivers For Rent

- ✓ Overhauls
- ✓ Servicing & Insurance
repair jobs

All at competitive rates

Call 020 8807 5313

108 River Mead Rd
Lee Valley
Trading East
London
N18 3QW



ASTRAL CAFE

8 Regency Place SW1 P2EB

Open times
Mon-Fri 6am - 10:30pm
Saturday 6am - 10:30pm
Closed on Sunday

Phone: 02079319116
Mobile: 07828542495
Email: cabral@hotmail.co.uk

This is not a dream...



TX4 Style – Automatic

On the road now for just

£29,995

...it's reality!

The best value TX range for more than 10 years.

Now that we've given you a reality check, visit us at any of our UK retail outlets to book a test drive or to find out more:

HEAD OFFICE:

The London Taxi Company
Holyhead Road
Coventry
CV5 8JJ
England

t: +44 (0)24 7657 2000
e: enquiries@london-taxis.co.uk

BIRMINGHAM

t: +44 (0)121 322 0700
e: birmingham@london-taxis.co.uk

COVENTRY

t: +44 (0)24 7657 2040
e: coventry@london-taxis.co.uk

EDINBURGH

t: +44 (0)1506 864 670
e: edinburgh@london-taxis.co.uk

GLASGOW

t: +44 (0)141 445 4805
e: glasgow@london-taxis.co.uk

LEEDS

t: +44 (0)113 388 8600
e: leeds@london-taxis.co.uk

LIVERPOOL & NORTH-WEST

m: +44 (0)7771 917 588
m: +44 (0)7771 917 624
e: liverpool@london-taxis.co.uk

LONDON

t: +44 (0)20 7700 0888
e: london@london-taxis.co.uk

MANCHESTER

t: +44 (0)161 831 3434
e: manchester@london-taxis.co.uk



www.london-taxis.co.uk

Official fuel consumption figures for the TX4 in mpg (l/100km): Urban 25.5 (11.1) - 28.0 (10.1), Extra Urban 38.2 (7.4) - 41.5 (6.8), Combined 32.0 (8.8) - 35.2 (8.0). CO₂ emissions: 211 - 233 g/km.