

September 2006



# Call Sign

From the home of Dial-a-Cab International

*Inside this issue...*

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DaC driver cycles from Paris to London for children's charity...

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What goes on here?***



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# NASH'S NUMBERS

**By Alan Nash (A95)**

Continuing with pubs and wine bars – this month in WC1, plus the usual what's on at the exhibition centres...

<b>Pubs/Bars WC1</b>	<b>Pubs/Bars WC1</b>
All Bar One, 108, New Oxford St	Kings Arms, 11a, Northington St
Bar Mosko, 146, High Holborn	Lamb's, 94, Lambs Conduit St
Bar Oporto, 168, High Holborn	Lord John Russell, 91, Marchmont St
Bar-b-Lo, 76b, Marchmont St	Lounge Bar, 266-267, High Holborn
Blue Lion, 133, Grays Inn Rd	Mables Tavern, 9, Mabledon Place
Boot, 116, Cromer St	Marlborough Arms, 36, Torrington Place
Broken Foot Inns Ltd, 15, Fulwood Place	Norfolk Arms, 28, Leigh St
Bull & Mouth, 31, Bloomsbury Way	Northumberland Arms, 141, Kings Cross Rd
Bung Hole, 57, High Holborn	Old Nick, 2122, Sandland St
Centro, 93, Grays Inn Rd	Penderel's Oak, 283288, High Holborn
Cittie of Yorke, 22, High Holborn	Perseverance, 63, Lambs Conduit St
Crown, 51, New Oxford St	Plough, 27, Museum St
Daily, 3638, New Oxford St	Princess Louise, 208209, High Holborn
Dolphin, 47, Tonbridge St	Puzzle, 3941, Grays Inn Rd
Dolphin, 44, Red Lion St	Queens Head, 22, Easton St
Duke, 7, Roger St	Queens Head, 64, Theobalds Rd
Easton, 22, Easton St	Queens Head, 66, Acton St
Enterprise, 38, Red Lion St	Rugby Tavern, 19, Great James St
Giovannis Room Wine Bar, 42, Theobalds Rd	Skinner's Arms, 114, Judd St
Goose, Marchmont St	Smithy's, 15-17, Leeke St
Grayz Inn Wine Bar, 14, Fulwood Place	Square Pig, 3032, Proctor Street
Harrison Arms, 28, Harrison St	Swintons, 61, Swinton St
Ivy House, 810, Southampton Row	Truckles, Pied Bull Court, Galen Place
Jeremy Bentham, 31, University St	Water Rats PH, 328, Grays Inn Rda Cafe

## **What's On at ExCel, Earls Court and Olympia (in date order). Looks busy this month...**

<b>Event name</b>	<b>Where</b>	<b>Date</b>
Homes Overseas Magazine Exhibition	Earls Court 1	01/09/06 to 03/09/06
International Jewellery London (IJL)	Earls Court 2	03/09/06 to 06/09/06
Londonedge & Londoncentral	Olympia 2	03/09/06 to 05/09/06
Speciality & Fine Food Fair 06	Olympia National	03/09/06 to 05/09/06
European Society of Cataract & Refractive Surgeons	ExCel Trade	09/09/06 to 13/09/06
Off Price Show 06	Olympia 2	10/09/06 to 11/09/06
PLASA06	Earls Court 1	10/09/06 to 13/09/06
Professional Beauty & Professional Nails 2006	Earls Court 2	10/09/06 to 11/09/06
Top Drawer (Autumn) 06	Olympia	10/09/06 to 12/09/06
The Timber Show	ExCel Trade	12/09/06 to 14/09/06
PABORD 2006 - Pharmaceutical & Biotech Outsourcing R & D	ExCel Trade	13/09/06 to 14/09/06
Cannonball 8000 rally Starting Line	Earls Court Conf. Cntr	15/09/06 to 15/09/06
The French Property Exhibition	Olympia 2	15/09/06 to 17/09/06
The Yoga Show 06	Olympia National	15/09/06 to 17/09/06
The Yoga Show 06	Olympia National	15/09/06 to 17/09/06
Restaurant Show 06	Olympia	18/09/06 to 20/09/06
Mobile Content World 2006	Olympia Conf.Cntr	19/09/06 to 21/09/06
Project Challenge 06	Olympia 2	19/09/06 to 20/09/06
100% Design	Earls Court 2	21/09/06 to 24/09/06
100% Detail	Earls Court 1	21/09/06 to 24/09/06
Viva Italia Show	Olympia National	22/09/06 to 24/09/06
The Property Investor Show	ExCel Public	22/09/06 to 24/09/06
The London Homebuilding & Renovating Show	ExCel Public	22/09/06 to 24/09/06
Body Beautiful 06	Olympia 2	23/09/06 to 24/09/06
European Limousine & Chauffeur Show	ExCel Public/Trade	23/09/06 to 25/09/06
Drummer Live 2006	ExCel Public	23/09/06 to 24/09/06
ad:tech London 06	Olympia 2	27/09/06 to 28/09/06
Aero-Engine Expo 2006	Brompton Hall	27/09/06 to 28/09/06
Anthony Robbins "Unleash The Power Within"	ExCel Public	29/09/06 to 02/10/06
COINEX	Earls Court Conf.Cntr	29/09/06 to 30/09/06
The National Wedding Show	Earls Court 2	29/09/06 to 01/10/06
Olympia Musicmania 2006	Olympia 2	30/09/06 to 30/09/06

Those who have emailed me for the Nash's Numbers Useful Document should by now have received it. It's not too late for those of you who would still like a copy, simply email me with the following - name, callsign and badge number to: [nashsnumbers1@tiscali.co.uk](mailto:nashsnumbers1@tiscali.co.uk)



# from the editor's desk

## Looking after females?

Many years ago, Allen Togwell launched to much national publicity a taxicard for women who could use it to call for a DaC taxi, knowing that the driver would take that bit more care and make sure that the female passenger concerned wouldn't just reach her destination safely, but actually get inside the building before the driver pulled away.

Now I'm sure that I am not alone in saying that - perhaps out of habit as much as anything - I always wait until any female passenger leaving my taxi gets inside whichever building she asks for. I can't remember exactly, but I suspect that I was doing that before Allen's *Female Taxicard* was even thought of.

But I have noticed of late that things aren't quite what they were in that direction, because on several occasions whilst waiting to make sure that the woman has entered the house, they have given me the type of look that could suggest you were up to something.

At first I found it amusing, but it has happened too often for me to laugh it off. On most occasions, the ladies concerned are youngish business types and if looks could kill, I'd be - at best - pretty seriously injured!

I just wonder whether any other drivers have noticed a change in some female's attitude towards what we used to regard as a courtesy we'd extend because they were women and we wanted to make sure they were ok. Or is it just me...?

## Olympic sized fools?

I can't help wondering whether the Mayor's department are taking us for mugs. Our trade is seeing more changes nowadays that we used to see in a decade. If you take your cab up for passing, it will be every bit as difficult to get it passed or even get an appointment. And unless you have a TXII, you'll know all about needing an emissions system that elevates your droshky up to the current fantasy world of Euro 3. Fortunately, our friends in the bus industry don't use the PCO, or many would fail as they only need Euro 2 - but then again, as those same friends have representatives in all parts of Transport for London - including the PCO - they needn't worry themselves too much!

Then there is the Private Hire section. These good folk get their cabs "passed" in an assortment of places and will get their licence without needless concern over silly things such as emissions. But they too face rules... such as your window tint must not be so dark as to prevent a clear view of the licence. Oh really? Well, it seems fairly common knowledge - and quite sensible considering the cost we already face - that some taxi garages finding a minor scratch or two on their client's taxi hubcaps, will replace them for the Penton Street passing-out parade and then swap them back over at the garage. By that token, do we also assume that PH change their windscreens over, because some are so dark it seems amazing that the driver can actually see out! Yet they seem to get their licence - regardless as to whether they look as though they will ever pick up a passenger. Ever seen a van with a PH licence? Look harder!

We will soon also be dealing with PH's SGS UK Services and I cannot help but wonder whether we too will have the apparent leeway



that the little people have? I know the trade press were sent over to Ireland to witness how fair they are, but their computers have yet to feel the buzz of excitement on offer when seeing the first real taxi on their ramp - and they'll be getting two cracks at us each year. "Are these really your own hubcaps sir?"

**And why two overhauls? Because we are now all the same... us and PH are the same. Get used to it. There is no longer any attempt to get PH up to our standard. We are going down to theirs - except for one thing - The Knowledge.**

If the Mayor's secret plan is to get the one standard of "taxi" travel, then why is the KoL still taking so long? It is a fact that the suburban Knowledge is now taking longer than the old green badge one. Why is the Mayor's office - which seems to want to make us all the same - making the Knowledge such a long-term achievement? Is it because he wants the world's highest standard of taxi driver? Well he already has that, but what he doesn't have is enough of them. So could it be that he wants our trade to die and to replace us with a hundred thousand plus cars? You'd be right to ask why on earth he should want that? The answer that stands out is 2012 and the London Olympics - **HIS** Olympics!

Mr Livingstone has made it clear that he still wants to be Mayor for that event and my betting is that in his mind he wants not only for every visitor or Londoner to be able to step out of their house/hotel and to see a bendy bus passing immediately, but if that same person wants a cab, then the same policy will apply replacing the words 'bendy bus' with the word 'cab'.

But isn't he frightening away future licensed taxi drivers by making the KoL such a nightmare to get through? It's only the thought of being able to ply for hire that keeps those hardy souls going, but if it transpired that because our numbers were dwindling - and never mind the "fact" that we have doubled in numbers since the Crimean war or whatever era some in the trade press want to frighten us with in order to stop our expansion - this trade has stagnated over the past four years and is slowly dying.

The PCO / TfL / Mayor have done their jobs well. We will soon be what the pedicabs are now - a tourist attraction while PH will be picking up from the streets. And this will happen before 2012 if the next Mayoral election returns the same administration - and to be honest, who is out there to replace him?

Steve Norris - he who put PH into the frame in the first place - was at least honest. When he said that PH would never be allowed to ply for hire so long as he was Minister for Transport,

you could believe him. But it seems unlikely that he will try to stand as a Mayoral candidate for a third time unless he does so as an Independent. Other than Mr Norris, the Tories have no one who looks to have the aptitude to do the job, although rumour suggests that a lady with strong connections to the taxi trade might stand. The trouble is that the taxi trade - even if every single driver voted for her - doesn't have anywhere near enough drivers to make a difference and that will never change.

So what do I expect to see from the public / private hire sections of our trade? Well providing terrorism doesn't totally decimate tourism, I fully expect the PCO "experimental Knowledge" which currently involves 100 students if they stay the course - and I don't believe in miracles - to bring the average time down to "under 3 years." Meanwhile during the next 3 years, we will hear that because our service is unable to cope and there are not enough people on the Knowledge, PH are to be given ranks around central London followed in late 2011 by the dreaded news that to help improve the service leading up to the Olympic Games, licensed PH are to be allowed to ply for hire.

A fantasy world? I don't think so and so long as the Knowledge is kept at the ridiculous standard it is currently at, then I believe that by 2012, we will be not dying... but dead. After all, once PH is allowed to pick up in the street, why do the Knowledge? Only then will it be reduced to around one month with a written test and made so simple that even a kid could do it. Low and behold Ken's single-standard "taxi" service!

The answer? We must have a sensible Knowledge, one that a hard-working student can successfully negotiate in 18 months and certainly in under 2 years and also to hope that those applying for the KoL will increase. Those who worry that we already have too many cabs are helping to kill this trade and playing right into Mr Livingstone's hands. If there were too many of us, PH wouldn't exist - but they do and they are busy! And to save anyone asking, I disagree with Geoff Riesel's quote in the *Financial Times* suggesting the KoL should be brought down to under one year - that is too short for a city like London.

Our trade must grow and it has to begin now! I'll get the usual criticism for this article, but I care not. My only concern is that this trade survives as the best taxi service in the world and not as a watered-down tourist attraction.

Never mind Olympic-sized pools, worry about Olympic-sized fools... that could be us!

## Flashers!

If you thanked him above that the 20mph cameras are now gone from Lower Thames Street, please bear in mind that the camera by East Smithfield and Cartwright Street E1 is set for zero tolerance and drivers are being prosecuted for doing 35mph in a 30 zone. Well, they have to get their money from somewhere!

## M&O back page ad

New engine or not, M&O's £2,500 off the price of a new cab is too good to miss, so when you see me around EC5 with a shiny new cab, you'll know why...!

**Alan Fisher**  
callsignmag@aol.com

# Reflections Of The Chairman

## PCO, yellow badge drivers and radio circuits (continued)...

Judging by the comments I've received, many of you read my article last month concerning the PCO's position on suburban drivers and radio taxi circuits. Basically, I passed on to you what the PCO had informed me; that is, in the future any suburban driver that was a member of a radio circuit could pick up in town (if that job was obtained via the radio) and take the passenger anywhere they asked for, providing the radio circuit had previously registered as a Private Hire company.

As you could probably tell from the tone of my article, I was totally opposed to the philosophy, so much so that I actually read the legislation. I must point out that I am no legal expert, but the Private Hire Vehicles (London) Act 1998 states in sections 10 and 11 that a vehicle undertaking a Private Hire booking, should display a Private Hire licence! It also prohibits any vehicle equipped with a taximeter from undertaking a Private Hire booking. Consequently, I was at a loss to understand how the PCO's proposals could be implemented without a change in primary legislation? A letter was written to the PCO to that effect, however, they had also read my article and were in the process of corresponding with me - and it would appear that our communications 'crossed'. Anyway, the PCO informed me that contrary to my article, they had not 'decided' on the above course of action but were merely 'considering' it. As this topic is now in the public domain having subsequently read about it in other trade publications who had taken up this story after it appeared in *Call Sign*, my guess is that this topic will not progress any further unless there is a change in legislation - something I doubt will happen.

Finally, I would like to apologise to the PCO for entering this topic into the public domain before they had actually 'decided' to do it! However, if it stops the above scenario from proceeding any further, then I must say I am extremely pleased...

## Roy Ellis

Roy Ellis, Principal Officer at the PCO, is due to retire in October this year. I have had many dealings with Roy over the years and have always found him to be honest, with a good understanding of our business. We have not always agreed on every topic we've discussed, but everything was always conducted in a very amicable and professional manner. As Roy is now retiring, I can go into print with my views as I cannot be accused of seeking any favours for Dial-a-Cab! I just hope the new lady at the PCO, Mary Dowdye - the new Head of Standards and Regulations - enjoys as much respect within the industry as Roy commanded. Roy's number two, Sandy Kennedy, retired earlier this year so we are at the beginning of a new era.

Finally I would like to wish Roy a very happy retirement and hope that both he and his wife Geraldine enjoy their extra time together. No doubt our paths will cross in the future, as I do not believe a man with his experience will be



allowed to fade away, after all, he is still a young man - good luck Roy.

## Pedicabs and Tuk Tuks: Changing my mind

I have always felt that our industry was making a big issue regarding Pedicabs, when I felt that they did not propose any real threat to our livelihoods. Yes I will agree they are a nuisance in the West End, especially when the theatres 'turn out' and they are parked across pavements preventing public access - but did they really take much work from us? Did people really hire them to go from the West End to Chiswick or Stratford? However, I have now changed my mind because in Brighton they have introduced the Tuk Tuk, which is basically a motorised rickshaw or the big brother to the pedicab.

I am now becoming concerned that the Pedicab could be replaced by the Tuk Tuk, which could then be a real threat to our business with Private Hire companies doing the longer rides and Tuk Tuk's the shorter ones - so where would that leave us?

We will be watching the outcome closely in Brighton and then take a view on what should be the appropriate course of action.

## New Building

Just to keep you informed regarding our new building, we have now employed the services of an independent company to act as Project Manager to oversee the construction and move to the new premises. We are now in a position where we will be inviting companies to tender for our business and I must say that I am rather looking forward to that little exercise as normally the boot is on the other foot and we are tendering for business! Hopefully by the next issue of the magazine, the successful contractor will have been selected.

## Who's who in touting?

Earlier this month, the PCO released figures regarding 'Touting and Associated Matters' for the period January 2004 to July 2006. They make shocking reading, but it is the tip of the iceberg because as we all know, hundreds of misdemeanours are committed every weekend. However, my biggest concern regarding the figures is that they apply to **Holders of, Private Hire or Taxi Driver Licences** so it would appear that the authorities have included any

misdemeanours from within our industry to be included with the Private Hire industry. And that, in my opinion, is totally incorrect, they should be separated. However, I have decided to publish the information as I would be extremely surprised if the figures contained a high proportion of Taxi Drivers - let's hope I am not proven wrong!

*During the above period, the Metropolitan Police Service including Transport Operational Command Unit (TOCU) notified the PCO of 2437 cases involving convictions / cautions for 'touting' and associated matters. Of these, 1095 related to applicants for, or holders of, Private Hire or Taxi Driver Licences or Private Hire temporary permits. The Licensing Authority has considered the fitness of these to be, or remain, licensed.*

### Of the 1095 cases considered:

**145** resulted in revocation of the licence / temporary permit

**593** licences / temporary permits were suspended

**142** individuals were issued with a warning

**46** applications were refused

**169** had no further action taken. For example, they had withdrawn their application; it had been abandoned by the PCO; the licence had previously been revoked.

As I wrote earlier, I believe the vast majority of the above applies to Private Hire driver's ie temporary permits etc, but it would be nice to know for certain. If my suspicions are proven to be correct, can you just imagine how the problem would be exacerbated by the introduction of exterior signage on Private Hire vehicles? The authorities should heed these figures and deny the Private Hire industry the right of exterior signage - the price in public safety would be enormous!

*Ed's note: After receiving the Chairman's report, I emailed the PCO and they confirmed that the number of Licensed Taxi drivers referred to were indeed in a tiny minority with just 13 out of that 1095 total being directly linked to the licensed taxi trade. As a result I have lodged an official complaint with the PCO...*

## ComCab and the LTDA

Over the years, I have had a few public disagreements with my colleagues Steve McNamara and Barry Hooper of the LTDA, but we all get on very well and hopefully there is some mutual respect - well there is from me. Of course, I do understand their position when they take a different view to me on some topics because although we are in the same trade, we undertake differing jobs. However, I really do feel for them at the moment because I know that both Barry and Steve are very anti-Private Hire - and so they should be for men in their positions. So I can only imagine the embarrassment they must have felt when it was announced that City Fleet, which also owns ComCab, have purchased a minicab company in Docklands called FlightLink. As you probably know, the LTDA own a 20% stake in ComCab who subsequently come under the same umbrella as FlightLink! So as I say, it must all be very embarrassing for them!

**Brian Rice, Chairman  
Dial-a-Cab**

*Dac driver spots it...*

# Motorised Tuk Tuks Reach London!

Dial-a-Cab driver **Darryl Rosemeyer (G23)** was driving his cab down Fulham Road when, as he told *Call Sign*, he couldn't believe what he was seeing. There, just in front of him wasn't a Pedicab, but the proposed next step up the dangerous vehicle league – a motorised Tuk Tuk!

"I had heard that there was a danger of them coming to London and like most DaC drivers was dreading the thought – not because of any competition, but because of the obvious danger that these vehicles would pose on the road. I followed it and took a photo and video with my phone before ending up by the Thai restaurant at Imperial Wharf, Chelsea. I couldn't believe how fast it had travelled. I certainly wouldn't have felt safe in it."

Darryl parked his cab away from the restaurant and went over to the driver to ask about the Tuk Tuk – not mentioning that he was a taxi driver.

"He told me the restaurant had bought two of them for £9000 each and were using them to ferry their customers to and from Imperial Wharf. If London gets flooded with these things, they will make life impossible for everyone else on the road..."

**Taxiwise** have recently warned about the proposed London launch (said to be May 2007) and a spokesperson for the organisation, **Celeste Clarke**, told *Call Sign* following the Brighton launch:

"It is of particular note that one of the main safety features on the



**Darryl spots the first motorised Tuk Tuk to arrive in London**

imported vehicles highlighted at the launch was the inclusion of driver and passenger seatbelts. These have been a legal requirement for more than 20 years! Every vehicle has to have them and if that is being highlighted as a main safety point, perhaps questions should be asked about the appropriateness of these vehicles for English roads."

Celeste added: "They offer little or no protection in the event of an accident, so passengers could be at risk of serious injury. Neither are they accessible to wheelchair users."

She also queried whether the drivers had to go through the same standard police checks that ordinary taxi drivers do and ended by telling *Call Sign*: "The introduction of these vehicles to our streets is a step backwards in terms of the quality of vehicle that passengers can use. We would like to see any vehicle licensed to carry passengers meeting a strict set of safety and accessibility standards, along the same lines as the black cabs do in London."

Frighteningly, a spokesperson for TucTuc Ltd told *Call Sign* that their vehicle was definitely earmarked for a London launch in May and added that the vehicles were "environmentally friendly and ran on compressed natural gas with super-low emissions and would offer tourists and shoppers a safe, economical and environmentally friendly means of getting around congested cities." And he sounded as though he believed it!

## DIESEL EMISSION REDUCTION KITS

### *Disclaimer causing concerns...*

London taxi operators and drivers who choose to fit Euro III exhaust emission kits to older vehicles, are worried by a disclaimer issued by at least one of the approved fitting centres.

Some owners and drivers feel that because the diesel pump has to be re-timed and new injectors fitted as part of the conversion process, these changes might lead to damage which is not covered by the warranties provided by the emission kit manufacturers or the companies that fit them. The offending disclaimer states that the fitment of the emission system is entirely at the owner's risk as no responsibility will be accepted for poor performance, damage or loss of earnings due to engine, rear main seal or gearbox condition.

The kits themselves are covered by manufacturers warranty, in the case of van Aaken Developments Limited; 12 months with no mileage limit and three-years cover for the Electronic Control Unit and rear exhaust system, but the engine of the vehicle is not protected.

Van Aaken Developments Director, Simon Silverleaf said: "We are supplying on average 20 of our kits a day through 25 approved fitting centres."

**David Miles**

**TAXI**

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# Jery's



# World



"Yes, lady, I can see that your badge is yellow, but I don't think Dial-a-Cab are quite ready for you! Go and see those nice people at the other circuits!"

Views on life as seen through the eyes of David Kupler (Y74) at...

## Kupkake's Korner



### Just one of those nights!

It was one of those Sunday nights when no matter how I tried, just nothing would go right all I got were more short rides!

I put on Waterloo took some time to get on point, and from the back of a long queue watched a junky smoke his joint!

She approached me with her case her attitude said it all, she must have seen my face as she whispered "County Hall?"

But I wasn't beaten yet I felt my luck must change, Eurostar was still my best bet so I drove back through the rain.

Down the slope I crawled passing waiting P.H.vans, where no law or order rules and I headed for the rank.

He was yakking on his phone small bag at his side, I felt so all alone... another local ride?

At last he spoke to me showing his corporate credit card: "Will you go to Bristol please - I know it's rather far?"

"No problem," I said grinning swiping the bit of plastic, "Life's about winning - and today it's just fantastic!"

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## PCO: "Better Communications with Taxi Licensees"

The PCO is anxious to improve the information it offers to licensees. Postage costs of regular mailings are prohibitively expensive and consequently it is intended to trial an email facility whereby information is sent to the email address of those licensees who wish to receive relevant information in this way and who opt into the trial. If successful, the system will be made available to all licensees who wish to participate.

Licensees who would like to take part in the limited trial are invited to send an email to the PCO email address shown below. 200 licensees in each licensing category will be selected for the trial and during the trial period they will receive various types of information and will also be asked to assist in research into how satisfied or otherwise they are with the system. If popular and successful, a wider ranging system will be developed.

If you wish to participate in the trial, you should send a short email with the subject 'subscribe' to the appropriate PCO email address:

- [taxi.driver@pco.org.uk](mailto:taxi.driver@pco.org.uk)
- [taxi.owner@pco.org.uk](mailto:taxi.owner@pco.org.uk)

If you are selected to take part in the trial, you will receive emails to the address that your message was sent from.

Your email address may be seen by staff in the PCO and the market research agencies involved in evaluating the trial. It will not be used for any wider marketing purposes or provided to any other bodies outside TfL, nor will it be seen by other licensees.

Please note that you will not receive specific replies to emails sent to these addresses. Please do not use them for any other purpose than to subscribe to the communications trial.

**Roy Ellis**  
Head of the Public Carriage Office

# Taxi Drivers Getting PCNs in the Strand!

Several Dial-a-Cab drivers have called **Call Sign** recently after receiving a Penalty Charge Notice (PCN) for an alleged offence in the Strand after trapping a job on the west-bound carriageway and having to u-turn at the gap through which traffic coming from Duncannon enters Charing Cross Station.

The most recent was **Dave Spencer (V89)**. He was heading west along the Strand and had to suddenly go east to take a job to the Aldwych. So he u-turned at the gap as according to Dave, there is no signage forbidding it. One week later, a similar situation arrived and he made the identical manoeuvre again.

Dave forgot about both turns when around one week after the second u-turn, he received a PCN for the first "offence" followed yet again a further week on by a second PCN for the second "offence" – that "offence" being that there is a white directional arrow on a blue background on the traffic lights directing that traffic can go ahead only and as Dave had u-turned, therefore he was not going straight ahead!

**Call Sign** looked at a photo of the gap and we could see in the distance that there is indeed a set of traffic lights with the directional arrow as described by Westminster Council, but they are definitely at the exit to the station.

"Those lights," said Dave, "are by the exit to the station and past where the gap is – which is opposite the entrance into Charing Cross. The traffic lights are substantially past the gap where I turned. There is no sign whatsoever at that spot and in fact I even took a photograph of the immediate area to Charing Cross Police, who agreed that there was no sign placed at that spot."

Looking closely at the photo, it becomes apparent that Dave is correct and that the gap is before you get to the lights. Dave appealed both PCNs but Westminster said they had not received either and wrote back later to say that both had now gone up to £150 each and should he not pay, the council would send the bailiffs in! Dave is insistent that he will not pay either fine.

There has also been a spate of u-turn "offences" along Piccadilly by the Ritz Hotel – supposedly for also disregarding a directional arrow. Yet all the drivers who told **Call Sign** about their PCNs at that spot have deliberately driven a distance past the sign before u-turning, but all have still received a PCN.

Westminster Council refuse to discuss individual cases with **Call Sign** other than to say that no one is immune to directional arrows on traffic lights. The question is: How far away do you have to be and if your manoeuvre is before you even reach the lights, how can you be committing an offence? Is it not Westminster Council who are committing the offence by putting their desire for more and more funds above any principles we would have assumed them to have?



The view from the Strand going west shows that any indicational arrow (circled) is past the opening in the carriageway

inset: In the hot seat watching monitors for "naughty" taxi drivers!



## EDRIVERSTATEMENT ON A ROLL!

Following recent articles in **Call Sign** when we revealed how *Edriverstatement* was beginning to grow, several drivers have contacted this mag to say that they couldn't believe they had taken so long to decide to join the scheme!

The number of Dial-a-Cab drivers who have now registered for *edriverstatement* and no longer need to rely on the postman for their job statement to arrive has gone up to several hundred. So for those of you who have either not bothered or perhaps have only recently gone on-line, here's what *Edriverstatement* is all about.

The minute your job statement is sent, that is the minute it arrives on your PC! No postman and no more lost sheets. To download your statements, you just need to sign on and push a button. You can then check your trips from the screen or print it off and check it that way. Then you can save it as a file and cut down on those paper files! You can also magnify the size on screen if it makes checking easier. In addition, the system allows you to check out your last 6 months payments should you lose your record! And of course, it costs you nothing to join!

**If you weren't sure about edriverstatement but would now like to try it, just send an email to [driverservices@dialacab.co.uk](mailto:driverservices@dialacab.co.uk) and put your badge number in the subject field.**

**Please do not send any other information, just your badge number in the subject line...**

Once registered, you will be sent an email saying that your statement is ready to download and you can then begin checking your trips in whichever way suits you.

We've also had several drivers calling in to ask if you can have *edriverstatement* if you do not have email? Sadly, even DaC cannot perform miracles...!

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*Having been given my green badge on the 22nd December 1955, I little thought at the time that 50 years on I would contemplate retiring and handing my badge back. No, not me...!*

I was 22 years old and having spent nine months, two weeks and a day doing the Knowledge with Laurie Gold, I was going to keep it until the PCO demanded it back. But here I am, 72 years old and with just over 50 years spent in the London cab trade, voluntarily handing my badge back to Penton Street. **For much of that time I was with ODRTS, the mother and father of today's Dial-a-Cab, which has remained the 'Gentleman's' radio circuit in deed and thought while becoming in my opinion, the best run, lowest subscription, self sufficient circuit in London and perhaps even Europe!**

Having gained my badge, I got my first cab from Jack Silver and Lenny Kaye's small fleet of FX3s. 'My' cab was their pride and joy - or so they told me! **RLP 483** was powered by the new 2.0 litre diesel engine, had a roof rack and roof mounted ear piece wipers - not the old fashioned signal arms that were supposed to rise and return to their housing in the door pillars. These often failed to do any rising or lowering without first needing a hard bang from the driver's fist to stir them back into life. **Even better though, the cab had an ODRTS two-way Pye radio and it gave me my first call sign, Dan 30.**

I recall well my first true fare. I picked up a *bowler hat* from, of all places, the Mare Street end of Graham Road! He wanted the White

**"Sunset Strip" has now handed his badge and bill back to the PCO after 50 years. These are his memories. Can anyone out there in Call Sign land work out who "Sunset Strip" is?**

## Fifty Green Years...



House in Albany Street. Why I say my first 'true' fare was because my first passenger as a licensed Hackney carriage driver was my dear old mum, who in the tradition of the times gave me a silver two-shilling piece that I have treasured to this day.

But back to the *bowler hat*. I gave that punter a real cotton run, using every side street. When we got to the White House, he

told me it was the lowest fare for that journey he'd had all year "...but I was thrown all over the place, so I'm not giving you a tip!"

From then on, I made much more use of main roads and bus routes - and my tips grew significantly!

*To be continued...*

**Sunset Strip**

### JAY SHARLAND 1976 – 2006

**Tribute day – Sunday 24 September 2006**

Jay Sharland was a young man who was full of life, when he sadly decided to take his own life. He leaves behind his partner, **Nancy**, three young children under 4 years old, his family and many friends.

Jay was a fireman at Bow Fire Station and was also doing the Knowledge to become a licensed taxi driver. Two cab drivers, **Peter McCann (A98)** and **Steve Agius**, along with **George Neal**, have got together to organise an amazing tribute day to raise some money for the young family Jay has left behind.

It takes place on Sunday 24 September at Thurrock Football Club. Jay loved football and 4 teams, consisting of a *London Fire Brigade XI*, Tim Lovejoy's Sky Sports team *The Badgers*, a *Stock market XI* and Jay's old Sunday side, *Brannigans* will contest to win the aptly named Jay Sharland Memorial Cup. The football kicks off at 3.00 pm.

Apart from the football, there will be bouncy castles, face painting and the customary Fire Engines to help keep children entertained.

Several celebrities have said that they hope to make an appearance. These are film stars **Ray Winston** and **Danny Dyer**, **Ralph Little** (the Royle Family), **Dean Gaffney** (Robbie in Eastenders) and **Geoff Brazier**. In addition, new England skipper, **John Terry** and England team mates, **Frank Lampard** and **Ashley Cole** hope to make an appearance as they all played in Jay's youth side, *Sennab*.

Later on in the evening, there will be a charity auction which will include a guitar signed by **Noel** and **Liam Gallagher** from **Oasis** and a raffle to win some great prizes, followed by a disco and buffet. Rock legends, **Iron Maiden** are also due to make an appearance, which should finish off a fantastic day.

So do try to come and to pay tribute to an extremely popular man who will be sadly missed but certainly not forgotten...Jay Sharland

**For further information, please contact the followings:-**  
**Steve Agius 07908 684 249, Peter McCann 07725 126 174 or**  
**George Neal 07956 555 121**  
*Thurrock FC is at Ship Lane in Grays, Essex (phone 01708 865 492)*

## POWER PILL BREAKUP!



**Some months ago, Call Sign suggested to Power Pill that rather than letting the tank go too low before inserting a Power Pill with the diesel (it works better by treating the whole tank rather than every other fill if you visit the garage daily), why not make a smaller pill for daily usage? Power Pill's CEO for the UK, Leon Warner, has now come back with the answer...**

"Once again, we would like to thank each and every DaC driver who is now using the Power Pill – we have spoken to literally hundreds of you personally and your feedback on the product has been overwhelming. Comments from easier start-up in the mornings to better acceleration to a quieter engine with no more black smoke... and of course, more miles to the gallon!

Now we'd like to point out a way for all our customers to save even more money when using the Power Pill. Most drivers like to fill up every night so that you start each day with a full tank and therefore might only add half a tank of fuel at each fill up (20-30 litres). If this is you, then just add half a Power Pill at each refuelling – they are easy to break in half and as each pill treats up to 60 litres of fuel, you will have more than enough to treat half a tank of new fuel. This way you can keep saving and use one pack of pills for twice as many fill ups!

**On a more serious note, Power Pill are in talks with many taxi organisations and garages and are organising a meeting between these groups to discuss as an industry whether we can help in the fight against the current saga over emissions. We will be looking at the technical, medical and practical implications of the Power Pill and hope that as one voice to be able to put a valid case to the governing bodies within the taxi industry.**

Once again, many thanks to all our happy cabbies! There is always room for more....

**Leon Warner**  
**CEO Power Pill UK Ltd**



# Driver Operations Update

*Hello Ladies and Gents,*

I hope that many of you have already enjoyed or are about to take a well-deserved break over this summer holiday season. Soon those holidays will be at an end, traffic will return to high levels and your assistance in covering the extra work will certainly be critical to the continuing success of this Society. I firmly believe that in our profession, it is necessary occasionally to recharge your batteries in readiness for the busy and stressful periods – and they are rapidly approaching.

*I have mentioned before that if every member covered just one extra trip per day, it could make the difference between retaining or losing an account.*

## Aerial sites

Over the past period, much work has been carried out at the Dial-a-Cab aerial sites and an IQ Link has also been tested and implemented. This will allow us to dispense with the old equipment that is becoming harder and harder to replace and also eventually allow us the opportunity to add extra aerial sites to further improve capacity. That will, in turn, also further improve the signals. The error rates are now definitely lower since the recent improvements have been carried out and speaking as a member of the Board of Management, we would hope that you are now also experiencing fewer problems.

## Code 21 and then waiting... and waiting... and waiting!

It has been brought to my attention by the Call Centre that some of our newer members are arriving outside an account address and after pressing their **Arrival** button (Code 21) are waiting for long periods without actually notifying the customer that they have arrived. Please remember that the Arrival button only notifies the Call Centre that you have arrived, it is not an Advise Arrival for the passenger.

If you are unable to make your own contact with the client and require the Call Centre to contact the customer, you must press the **Advise** button (Advise Arrival). The Call Centre will ring the passenger and you will be sent a message 'Passenger Coming down Soon'. If after a further 15 minutes you have still not made contact, please send a **No Show** request and await further instructions from the Call Centre. If you are unsure of any procedures, please ring me on 0207 607 6403 or 0207 251 0581 and I will be only too pleased to assist you.

## Wembley FC and Dial-a-Cab...

Finally, you will have read in this issue that on behalf of Dial-a-Cab, **Call Sign** is this season sponsoring Wembley F.C on their quest for the



FA Cup glory. I went along with the Editor recently to watch Wembley's Extra Qualifying round cup match. DaC driver, Lee Pearce, is the goalkeeper for Wembley and you may have seen highlights on BBC and Sky.

We were given a warm welcome at the ground and I can honestly say that the standard of football and professionalism was a lot greater than I ever imagined. Wembley beat Thame Utd FC three nil and are now in the Preliminary round. Well done Wembley and good luck to Lee. Perhaps they will end up playing my team (Chelsea) in the Final at the new Wembley Stadium! Keep an eye on the results in **Call Sign**...

**Allan Evans**

**Allane@Dialacab.co.uk**

# The Anniversary Page

## The Great Fire of London

Rarely does good come out of catastrophe, but the **Great Fire of London** which raged for four days and nights during **September 1666**, rid the City of the disease that had killed many inhabitants the previous year and left us a legacy of fine architecture to be appreciated to this day. Oh yes, another advantage was that building and fire regulations were tightened up for the benefit of all!

In 1665, the closely grouped shops and houses were a haven for rats to roam the streets and spread Bubonic (Great) Plague, killing almost 18,000 souls from a population of less than 100,000. The timber framed buildings, often only a few feet apart, were a recognised fire risk, but not too much was done to improve matters.

In the early hours of Sunday morning, September 2nd 1666, the fire broke out in the **Pudding Lane** shop of Thomas Farynor, baker to King Charles II, who had absentmindedly forgotten to fully douse the embers of his oven. He had been making and baking most of the previous day for King Chas and his 'regulars' but neglected to ensure the oven was completely extinguished before retiring to his bed.

The fire rapidly spread from the shop to the house above, forcing Farynor and his family to escape over the rooftops. His maid however, was too scared to jump across to the next property and became the first known victim of the disaster...

Sparks and flames licked at other shops and houses nearby also igniting hay stored in the yard of the Star Inn, **Fish Street Hill**. It took no time at all for the fire to spread rapidly from one property to the next, gaining momentum with every hour that passed. Warehouses full of inflammable products such as oil (for lamps), straw and coal etc just intensified the blaze so that by 8am, 7 hours after it began, the flames had consumed half of the old London Bridge.

Diarists Samuel Pepys and John Evelyn both recorded their impressions of the fire and their eyewitness accounts make for interesting reading as they graphically describe the fire's progress and the destruction of the old city.

After four days and nights, the fire was eventually tamed having destroyed the original St Paul's Cathedral, together with about 13,200 houses, 87 churches, and 50 livery halls over 436 acres of land. The upside was that the fire killed much vermin as well, so Plague victims fell by half the following year. London was completely rebuilt by architects who seized the opportunity to re-generate the City and we benefit from the fine buildings we enjoy today. Lessons were learned and fire awareness improved with buildings being constructed of sturdy, less flammable materials such as bricks.

King Charles was later quoted as saying: "One day a company called **Dial-a-Cab** will help to keep our new city moving...!"

**Loopholes in the 1976 Local Government Miscellaneous Act have allowed minicabs to get away with things that the rest of us wouldn't have a chance with. Eddie Lambert reports...**

Earlier this year in *Call Sign*, I wrote about the activities of Camden's vulture-like traffic wardens who hide in perches around Queens Square WC1 waiting to feast on the pickings of unguarded taxis, as their drivers enter the various medical establishments in the Square in attempts to contact their intended passengers.

I also mentioned the large number of "hospital transport" cars that seem impervious to these birds of prey; these vehicles and drivers are currently unlicensed and escape any form of contact with the PCO. But that is coming to an end...

In October, Parliament will consider amendments to the *Road Safety Act 2006* which will close a loophole in the *1998 Private Hire Vehicles (Act)* that has allowed these and similar vehicles to escape control. In the original story, I pointed out the stupidity of TfL closing this loophole while the Government was allowing the same loophole to continue throughout the country outside London.

There are various schemes that through these loopholes in the *1976 Local Government Miscellaneous Provisions Act*, allow drivers and vehicles to avoid the costs and safeguards of licensing by the local authority in which they operate. Recently, the spread of so-called, "Private Member Transport Clubs" have

# Government Amendments to the Road Safety Bill 2006



brought this issue to the fore nationally. These loopholes allow clubs to provide a "Taxi / Private Hire" service using unlicensed, non-CRB checked drivers, in unlicensed vehicles - not something the trade could condone. Indeed, many of the trade's driver organisations such as the T&G's Cab Trade Section, the NTA and others have long campaigned to have this sort of exemption under Section 75(b) removed.

On Wednesday 19 July 2006, David Farmer of the Buses and Taxis Division of the Department for Transport announced plans to repeal section 75(1) (b) of the 1976 Act. This section allowed vehicles used only for carrying passengers for hire and reward for a period of not less than seven days (and their dri-

vers and operators) to not have to be licensed.

Although one could in hindsight raise the question why the 1998 Act was actually passed with the loophole in it given the concerns raised at the time, I guess it's better late than never?












The same announcement contained another proposed amendment to the 76 Act. This related to the revocation or suspension of a Taxi or Private hire driver's licence by virtue of section 77 of the 76 Act. At present, a driver who has had their licence revoked or suspended by their local licensing authority can appeal and then continue working until the appeal is considered, or the original reason for suspension is dealt with by the courts.

This could obviously give grounds for concern over public safety and so an amendment will allow the suspension or revocation of a driver's licence with **immediate effect**, where the local authority considers it is in the **interests of public safety**. It is expected that this new provision will only be used in a small number of cases and the majority of drivers will be able to continue working.

**Eddie Lambert (V37)**

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# Have you ever found it strange how you can tell what things are?..



## because you know how they should look

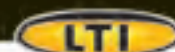
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# Allen Tagwell's Ma

## Remembering Jack Taylor

On reading last month's *Call Sign*, it was somewhat ironic to see the Editor's choice of *Flashback* article feature the late Jack Taylor during his time as the Society's Sales Executive - or PRO as the position was then known. Like many, I knew Jack on nodding terms but had never spoken to him at any length until one day, soon after I joined the Board, he came to Brunswick House and seeing me in my office, took the opportunity to voice his opinion of how I was doing the job that he once did - well not so much the job itself, but my sales articles in *Call Sign* of which he was not very complimentary to put it mildly! Practically everybody in the taxi trade knew Jack Taylor both as a driver, a DaC Board member and above all for his untiring charity work for under privileged children. If ever a man deserved a Gong it was Jack.

Jack was a colourful man - as was the way he spoke. Upset him and he would make Gordon Ramsey sound like a saint! He was also a big man and what with his Kojak-style pate, the sight of him leaning down on me over my desk blasting a volley of f-words and worse was such that I can remember his comments almost verbatim to this very day.

I can also remember at the time thinking of the old maxim of the *pot calling the kettle black* when one of his criticisms was the manner in which I put my point of view, especially when addressing our members on issues such as on the importance of being presentably dressed.

Amongst Jack's many pearls of wisdom, he advised me to lower my tone otherwise I wouldn't last five minutes on the Board or if I did, I'd end up driving myself mad or most certainly get ulcers trying to drum anything that they didn't want to hear into our drivers thick \*\*\*\*\* heads!

But I disagreed then and I continued to disagree throughout my entire tenure on the Board because I strongly believed that in addition to service and technology, a change in attitude and especially the manner in which our members dressed, was going to be a major factor against the fight with PH as well as the catalyst on which our Society would rise above our competitors and become the most successful and most sought after taxi circuit in London. I also believed our members to have more intelligence than that which they were being credited with and that if I stressed the issues of appearance often enough, albeit sometimes in a not always too civil a manner, it would eventually be taken on board and common sense would prevail.

Sadly and much to my despair, recent

events have proven me wrong and Jack to be absolutely right. Incidentally, Jack was also right about me being kicked off the Board, which I was for a year as well as picking up the ulcers!

Exactly why this is I honestly don't know. No matter how much I dwell on the subject, I cannot draw a general conclusion. I ask myself if a lack of money could be preventing drivers from buying of adequate clothing? Are there no mirrors in bathrooms or if there are, do they show someone who mistakenly believes he looks the dogs cojones? Is it a statement of freedom of choice? Is it laziness? Is it a lack of self-esteem? Is it perhaps to assure a jealous partner that her other half is not out on the pull? I really don't know, but whatever it is it is an absolute disgrace and

**What a sad indictment on a company celebrating its 54th year of trading and with a £45m annual turnover, yet powerless to prevent our members from walking into client's smart receptions looking as though they have come straight from digging up their gardens.**

embarrassment when after all these years of me carping on about the subject of dress, we have a situation where the unkempt state of some of our members has become an issue at the highest level at one of our most senior clients to the point where they felt compelled - and no doubt embarrassed themselves - to not only make a formal complaint, but have also issued an order banning any of our drivers entering their premises who are inappropriately dressed. What a sad indictment on a company celebrating its 54th year of trading and with a £45m annual turnover, yet powerless to prevent our members from walking into client's smart receptions looking as though they have come straight from digging up their gardens.

If this was an isolated incident we could argue that fact, but it isn't isolated because many of you have told me of the numerous occasions you have felt ashamed at being associated with the taxi business because of the manner in which some cab drivers dress.

In Jack's day, the biggest and most prestigious client we had was the BBC (TV and Sound), which Jack was not only responsible for procuring - in itself an enormous achievement in those days - but helped retain for many years by making sure our members did nothing to jeopardise it. I dread to think what Jack would have done had he been called to Wood Lane and suffered the embarrassment of answering a complaint about the state in which DaC drivers were entering their premises. One thing is for sure; he wouldn't have just printed his anger in *Call Sign*, he would



have made it his duty to name and shame those members in the hope of inflicting the same embarrassment - and possibly worse - on them that he himself would have suffered!

## A rainy day in Botolph Lane...

Unfortunately, this latest episode is nothing new for me. It was the result of an incident when I first started in sales at DaC that endorsed my view on the issue of dress amongst our members. It concerned a very good account client in Botolph Lane who had booked a cab late one very wet evening. The driver, who had to park his cab in Eastcheap, arrived at the client's address but found the entrance locked. He could see two female receptionists through the big glass double-doors, so he banged on the glass to get their attention. One of the receptionists then came to the door and on seeing the driver, didn't open it but instead waved him away. The driver then banged on the glass again and continued to do so and each time the receptionist waved him away. Eventually, the other receptionist - who by this time was in a somewhat distressed state - came to the door and shouted to the driver to go away or else they would call the police. The driver then got down on his hands and knees in the pouring rain to the letter box which was about 6 inches from the bottom of the door and screamed through it: "Open the door, you silly woman, I'm from Dial-a-Cab," or words to that effect. A little later, the woman passed a note back through the letterbox telling the driver the cab had been cancelled. The following day I was called to see the company's MD and was told of the incident. It appears that the two receptionists were convinced our driver was a tramp! I was severely criticised for allowing this situation to occur and because of this and the stress the incident caused, the account was immediately closed.

To those of you that have been my fiercest critics over the years, as well as



# Marketing Place

those who deliberately ignore the damage that sloppy dress can do our Society, I would be interested to know what answer you would give to a major client who was threatening to close an account because of the state some of our members dressed, had you been responsible for generating new business and particularly if you had personally spent months of hard work getting the account?

The other thing I would be intrigued to know from those who are hell bent on damaging our Society's hard earned reputation, is why so many of you would happily spend up to £35K on a new taxi and then spend more in a year - both money and effort - in keeping that cab looking more presentable than you do yourselves?

Ok, so we had a few weeks of hot weather, but that's no excuse to be unshaven or wear a grubby t-shirt with sweat stains under the armpits, dirty track bottoms with the crutch down to the knees or creased shorts that look as though they have never been washed and a pair of flip flops to complete the appearance. I wish to God that the above was an exaggeration, but it isn't. And that short period of hot weather is not what we are talking about either, because this attitude towards dress has been endemic in the cab trade for years.

The cost of clothing is one of the few commodities that has gone backwards over the past twenty years. You can buy short sleeve non-iron shirts for less than a gallon of diesel. For a few bob more, you can buy lightweight machine washable slacks and for a similar price can buy a pair of comfortable loafers. You could buy three complete outfits for the cost of a ride to the flyers! One to wear, one ready to wear and one in the wash - an outfit that not only looks smart, but is comfortable and cool to wear whilst driving a cab in the hottest of weathers.

When I worked on my cab during the summertime, I always took out a toilet bag, towel and a spare shirt with me, which I would change into and freshen up in the washroom at any number of hotels or public toilet halfway through my working day. It took only a few minutes, but the reward was knowing that I felt and looked fresh and clean in myself and looked presentable when walking into a client's reception to collect my passenger. The above is not unique, as I'm sure many of you do exactly the same thing - but evidently not all of you. It is those that have no interest in upholding a standard of dress that benefits their Society and support the work that the majority of you, staff and the Board are doing to secure our future, who would be the first to moan if the work began to slow down

and blame everybody but themselves as for the reasons why it is going to the ever growing PH industry.

I've often been asked what's more important; a cab arriving on time or the

**It is those that have no interest in upholding a standard of dress that benefits their Society and support the work that the majority of you, staff and the Board are doing to secure our future, who would be the first to moan if the work began to slow down and blame everybody but themselves as for the reasons why it is going to the ever growing PH industry.**

state of the driver? Before the emergence of PH, it could be argued that service was more important. However, since then and particularly over the past 10 years or so, the volume of money spent by the business sector in London has been such that: **a)** they are demanding more and more for their transport expenditure and **b)** the competition to procure that business is becoming ever-more competitive. For many years we were always operating in the shadow of ComCab, but then there came a shift in this dominance after we pioneered Data Despatch and shifted further ahead when during the mid-90's, we, the Board, saw the potential in using the Internet. We became the first taxi circuit to produce a website, register domain names and made it possible to book taxis online, a facility that is still exclusive to Dial-a-Cab.

We set a firm policy on future development, produced far reaching technology in all areas of our business and since capturing brilliant IT guru John Bankes, developed among other things the Concierge system which has revolutionised the concept of booking and controlling the usage of taxi transport. But - and but being the operative word - we **don't** have copyright or a monopoly on service or the systems we develop. Having

made something feasible and a proven success, it is natural that it will soon be copied, which means our *Research and Development* must forever think of new ideas to keep the competition at bay. And this is where **all** of you can be part of that R&D. You are our front-line ambassadors, how you dress, what you say and how you act are the first impressions on which Dial-a-Cab, your Society, is judged.

People of any level never forget first impressions. It creates comments. Everybody likes to talk about having used something which is the best, be it an hotel, restaurant, hairdresser or whatever - including taxis. Nothing pleases me, the Board and particularly the Chairman, more than to hear someone who has used our service say something complimentary about a driver. It gives us a buzz. Unfortunately it doesn't happen often enough and what's worse is when we hear the opposite and get a disparaging comment.

## Moving

If all goes to plan, early next year could see your Society creating another milestone in its history by undertaking the first stage of a move to new and bigger premises. It will be exciting times for everybody associated with Dial-a-Cab, especially you, the shareholders. No doubt a certain amount of publicity will be made on this development, with everything about our Society being the centre of attention including the manner in which you, Dial-a-Cab's personnel behind the wheel, present yourselves. It will be the ideal opportunity for all of you to play your part by showing our clients, your passengers and those in the trade how proud you are to be part of the DaC success story by, for example, wearing garments with our branding.

Many of you probably still have the rain or fleece jackets; also this year there is a possibility that our Christmas gift could include two polo shirts. If so, please wear them and if they are to your liking and you would perhaps like to purchase further items, then Keith Cain is the Board member you should contact.

## ROYAL PALM BAY ORLANDO, FLORIDA

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To help raise at least £58,000 for a new imaging centre for Great Ormond Street Hospital to house three new MRI scanners and two new gamma cameras, a charity event was held where volunteers cycled from Paris to London! One of the volunteers was DaC driver Dick Francis (T15). He gave **Call Sign** his story of the ride...

"We left Waterloo Eurostar on 22 July in scorching temperatures and arrived in Paris 3 hours later. Other than visiting Le Musee de Invalides (war museum) and watching the end of the Tour de France, I just concentrated on the ride ahead of me.

It was 24 July and 53 of us set off from central Paris at 7.30am. The first day was hard; 82 miles to Amien, arriving 6pm feeling very saddlesore but surrounded by a feeling of great camaraderie.

The following day - Amien to Le Touquet - involved cycling through some beautiful French countryside and was quite easy with only 67 miles to cycle, but day three wasn't that simple and I'll never take automotive power for granted again! It was hills, hills and then more hills! We cycled from Le Touquet to Calais, crossed the Channel to Dover and cycled onto Canterbury. That hill out of Dover... if I could only have found a cab I'd have jumped into it!

Next day we had to survive the dreaded North Downs - fortunately the fantastic scenery made it bearable! We cycled through Dartford and Bexleyheath, up Shooters Hill and over Waterloo Bridge -

**Great Ormond Street Children's Hospital benefits as**

# Dial-a-Cab Driver Cycles From Paris to London!



Dick Francis

where daymen no longer dare go!

Finally it was downhill all the way to Great Ormond Street where a lovely reception was laid on for our group. We had a great bunch of cyclists and yes, even a Spurs supporter!

The ride has raised approx £85,000 of which I personally raised £2100. The response from the cab trade was fantastic with extra special thanks to DaC and **Call Sign**. Also to Simon Rich at Westminster Insurance.

**It was a fantastic experience and I would advise any good cyclist to try it. The organisation is great with ample food and water stops etc. If you are interested for next year, it will be held on 28 July 2007. Contact me for details on 07976 444313."**

**Dick Francis (T15)**

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By now, many of you will be fed up hearing about when your taxi will need to meet the Euro 3 emission regulations as decided by the Mayor. Those affected are looking at costs of up to £3000, depending on which system you go for.

Assuming that you haven't been putting away all those extra 20p pieces from the 15,000 trips you would need to make the £3000, **Call Sign** has a suggestion. Call the **Dial-a-Cab Credit Union** and they will be delighted to help. But don't wait until you need the money...

If you ask most DACCUs members, they'll express astonishment that every single DaC member isn't already in it. In addition to low cost loans obtained easily, you get interest on your savings

and you can get those back at any time you are not repaying a loan.

**We asked the Credit Union for details of repayments on a £3000 loan and below are the answers. They are based on monthly or weekly repayments and are taken directly from your credits – so no bank Direct Debits etc. However, you must continue saving money in order to borrow. Contact details are at the end of this article.**

**To borrow £3000 over 36 months:**

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**£267 p.m. + £40 savings**

**To borrow £3000 over 156 weeks:**

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Joining the DACCUs is completely free provided you are on DaC. Your family can also become members should they want to save or borrow for anything. Either call in or phone the DaC Credit Union for more details. You'll be amazed at how easy it all is.

**They are at Suite 209, Channel Sea House, Canning Rd. Stratford, E15.**

**Or phone them on 0208 522 4502 or 0208 522 4503.**

*Remember, no taxi of any type will be licensed after 30 June 2008 unless it is Euro 3 emission level or better...*

## INTRODUCING JACK MARTIN!



Jack at 7 weeks

The August **Call Sign** contained the lovely news that Brian Rice's PA, **Jacqui Chart** and her partner **Adrian Martin** had become proud parents to their first baby, Jack Dylan Martin.

However, many of the ladies in the Dial-a-Cab Call Centre together with a number of driver's wives via email, asked us why we hadn't published a photo? So bowing to popular demand, here's Jack on his first visit to DaC at 7 weeks...

## THINKING OF HOLIDAYING IN FLORIDA?

*15% discount on our luxury villa for Dial-a-Cab drivers!*



If you are thinking of going to Florida for a holiday, why not take up the opportunity of this luxury 4 bedroom, 3 bathroom villa available for rent. The Villa was built 2 years ago and has its own swimming pool. It is spacious and luxuriously equipped for your perfect holiday.

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*Please note that for all bookings made through Call Sign, quote that as a reference when making your booking and you can deduct 15% from the advertised price! The villa is situated just 20 minutes from all major parks and shopping areas. The villa sleeps a maximum of 10 people and the cost advertised is per week and not per person*



# Dial-a-Cab Subs Still the Cheapest!

Thanks to all the drivers who forwarded onto **Call Sign** an article from *Cab Trade News* detailing the latest subscription increase levied on Radio Taxis Group drivers and the information regarding the way Mountview are "redistributing" the driver's gratuity with the most going to those who cover the largest amount of account work. In addition, their subs are now due weekly. According to **Call Sign's** mathematicians, based on a 52-week year, we make their new rate to be £183.30 (inc VAT) per month.

The rate ComCab charge their drivers

seems even more complicated with some drivers apparently paying up to £60 a week, however, we aren't certain whether that includes VAT or not.

Dial-a-Cab appear to be the only radio circuit that still charge subscriptions on a monthly basis and our rate does seem to be substantially lower than either of our competitors at £115 + VAT per month (£135.12). So is an increase on the cards for DaC subscribers?

DaC Chairman Brian Rice told **Call Sign**: "Yes, I believe that there could be an

increase next April, probably in line with inflation or possibly based on a tariff increase. Even with that possibility, we believe we still represent excellent value."

And why are we so much cheaper than the other two?

"Well I don't know how they operate financially, but I do know how well organised DaC is and I'm proud of the success we have achieved with our sensible, long term strategy that has paid off so well."

## NOTHING IS TOO MUCH FOR A DAC DRIVER!

This photo was sent into **Call Sign** recently. We can only assume that the driver was trying to either help out a passenger or testing out a new SatNav system and the young lady's voice instructed him to turn round!

If it was you, perhaps you could tell **Call Sign** just exactly what you were attempting...!



There must have been a good reason, we just can't think what it might have been!

## VAN AAKEN VADDERS SYSTEM NOW OK FOR EURO 2 TX1

Further to PCO Notices 15/06 and 24/06 (issued 23 March and 16 May 2006 respectively), the Public Carriage Office has extended its approval of the Van Aaken vADDERS system, an emissions reduction solution in support of the Mayor's Taxi Emission Strategy.

The Van Aaken vADDERS system has a cooled Exhaust Gas Recirculation (EGR) circuit and a single catalyst unit containing a Diesel Oxidation Catalyst (DOC) and a Diesel Particulate Filter (DPF) that is electronically controlled. The exhaust system is stainless steel and requires no additives. The system was originally approved for installation on the Pre-Euro LTI Fairway, the Euro 1 LTI Fairway / Fairway Driver and the Euro 1 LTI TX1 models of taxis, which then all become Euro 3 compliant.

Following further product developments, this system is now also approved for installation on the Euro 2 LTI TX1, which then becomes Euro 3 compliant.

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Having seen the yellow badge fraternity creep up as far as the Clapham Common rank and having read the Chairman's report in *Call Sign* that suburban drivers could be allowed to work on pre-booked radio jobs in the green badge area, it disappoints - but doesn't surprise me. This obviously new proposal goes against the grain of Sgt Dave Hillson's regular warnings to the canaries, that plying out of their licensed areas will not be tolerated. To me, it is basically a simple argument; if you want to work in a green badge area, do a green badge Knowledge. In recent times, we have seen attempts made by suburban drivers to work at Heathrow, now this - which I am led to believe has come about through legal representations made to Penton Street.

Anyone who works in the public sector will tell you that there has been a gradual downgrading in job status since the mid-eighties, where the norm is using casual and part-timer workers to cover for full time jobs. One of the main reasons for this is that it takes away an individual's power in the workplace - thus their ability to disrupt work through withdrawal of labour or strike action.

Yes, if the cab trade all clubbed together, a powerful position could be attained if a 'drive in' was called for. However, the new proposals would allow yellow badge drivers to cover essential trips in our area and should something like this happen, they would undermine any proposed action.

But if there was a London Taxi Board or similar, would this proposal have been allowed to go ahead? With all the trade's

***DaC driver Richard Potter (T51) gives his view on last month's Call Sign exclusive which revealed that the PCO are looking at the possibility of yellow badge drivers picking up anywhere if the trip was obtained via a radio circuit...***

# Are The Wheels Coming Off?



from Chiswick to Hampstead, they are just as accountable. Even though they are acting in a PH capacity, as soon as the meter is engaged, the hackney carriage laws apply. In fact, the yellow badge driver would be at a strong disadvantage because as the job is pre-booked, the PCO would expect the driver to have planned an exact route in advance - ie no excuses.

So what about the unsuspecting passenger who asks why the driver is taking that route at that time of day? How about an answer like: "Because the SatNav says so" or "I'm not a local driver!" Sounds like a downgrade in the service that we already give to the public. Good value for them at the same price?

Surely if this proposal is well used, it would signal the end of the green badge Knowledge? Who in their right mind would spend three years on the green badge Knowledge only to find a short cut is available in the suburbs? Then when fewer people pass or apply to do the All-London Knowledge, the floodgates will open with the most eligible drivers putting their PH status and experience to good use.

So which London radio circuit would want to apply for PH status and take advantage of this? Having to change name and livery would be an automatic problem. DaC don't have any suburban drivers, but there are others that do... your guess is as good as mine.

**Richard Potter (T51)**

## Ian Pickering Leaves Manganese Bronze



**Former MBH Chief Exec Ian Pickering - surprise departure...**

In a surprise announcement, Manganese Bronze Holdings PLC have said that Ian Pickering, its now-former Chief Executive, had left the company to "pursue other interests."

MBH Chairman, Tim Melville-Ross, said: "Ian's departure follows the completion of the restructuring process begun in 2003. Our focus now is on our strategy for growth. The Board would like to thank Ian for his contribution to the company over the past eight years, first as Finance Director and then as Chief Executive. We wish him well in his future career."

Manganese Bronze Holdings is the parent company to LTL...

infighting and lack of solidarity, things are made easy for Ken, TfL and the PCO. In my experience, governing bodies use - to good effect - the excuse of "...why should we have to arrange meetings with 5 or 6 trade bodies, when one would be far more practical?" So who's the blame for what appears to be a serious lack of consultation and negotiation? It has to be ourselves. United we stand divided we fall. Had there been a united front, then there would have been strong cab trade opposition from green badge drivers.

Now that the scheme seems likely to go ahead, any yellow badge driver wishing to take part in such work should be made fully aware that just like a green badge driver, if a passenger is taken on an unacceptable route

## CONDO FOR RENT

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**Gym, Restaurant, 10 Minutes Disney Nr  
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**10% discount for Dial-a-Cab drivers**

**Contact John (M13) on 07921 920743...**

## Dennis Bergkamp, a true 'Dutch Master'

Dennis Bergkamp was one foreign import to the English game who will rank among one of the all-time greats. Initially, his spell at Highbury would be short lived, but the arrival of Arsène Wenger changed all that. With his strike partner of Nicolas Anelka, they inspired the Gunners to a League and Cup double in 1988. I wasn't too happy when he scored two goals at Wembley in 1994 that helped halt England's charge to USA, but all was forgiven when he showed divine poise and touch scoring the goal of the '98 World Cup in France against old foes Argentina. A year earlier, Dennis occupied the top three positions in the *Match Of The Day* goal of the month competition! The winning goal was

## SMILE

Sent in by former DaC driver now resident in Spain, Sam Stuart...



A father came home and found his three children outside the house still in their pyjamas playing in the mud with empty food boxes and wrappers strewn all around the front garden. The door of his wife's car was open, as was the front door to the house and there was no sign of the dog. As he entered the house, he found an even bigger mess. A lamp had been knocked over and the throw rug was stuck against one wall.

In the front room, the TV was loudly blaring away with the cartoon channel, while the lounge was strewn with toys and various items of clothing. In the kitchen, dishes filled the sink, breakfast food was spilled on the table, the fridge door was open wide, dog food was spilled on the floor, a broken glass lay under the table and a small pile of sand was spread by the back door.

He quickly ran up the stairs, stepping over toys and more piles of clothes looking for his wife. He was worried she may have fallen ill or something even more serious. He was met with a small trickle of water as it made its way out the bathroom door.

As he peered inside, he found wet towels, melting soap and more toys strewn around. Miles of toilet paper lay in a heap and toothpaste had been smeared over the mirror and walls.

As he rushed into the bedroom, he found his wife still curled up in the bed in her pyjamas, reading a novel. She looked up at him, smiled and asked how his day had gone?

He looked at her bewildered and asked her what had happened to the house?

She smiled sweetly and answered, "You know when you come home from work and ask me what in the world I do all day?"

"Yes," was his incredulous reply.

"Well," she answered, "today I didn't do it..."

More true football/taxi tales from the pen of DaC's Driver/West Ham fan Russ...

# Russell's Hall of Footie



a cheeky control-and-finish against Leicester that won goal of the season.

But surely the most outrageous piece of skill came against Newcastle. Now if the 'Dutch Master' actually meant this magic, then it's one of the best goals I've ever seen. It was a miraculous blur of skill that bamboozled the hapless Nikos Dabizas. Dennis turned his back on goal, flicked the ball round Dabizas, performed a delightful pirouette, held off the Greek defender and slotted right-footed past keeper Shay Given. Just brilliant!

But Dennis lost his touch when I saw him at Highbury against Aston Villa. It was in the autumn of the 2000 season and I managed to get my hands on a couple of top corporate tickets for the game. I phoned my mate Billy Sheen and he couldn't believe his luck, as he is a big Arsenal fan. We arrived at the ground at 12.30 and were

escorted to the function room where we were seated for our pre-match four-course meal and use of the free bar! Former Arsenal legend, Charlie George and then top comedian, Frank Carson, entertained us. I was propped up against the (free!) bar when I was approached by a young lady enquiring if I'd like a bet on the game. The Gunners were famous for their 1-0 wins, but I went against all form and put a tenner on a 2-0 win. At half time it was 0-0 and the (free!) bar was nearby, so all was not lost. Second half, Thierry Henry scored one of his usual splendid goals so the tension began to build and I was looking to round off a great day with visions of getting my hands on the best part of £100. With just nine minutes left the 'Ice Man' managed to elude his markers and was bearing down on the Villa goal and had only goalkeeper David James to beat! The crowd rose in unison - me included - in anticipation of the Dutchman making it 2-0, when the unbelievable happened. David James saved it! Why wasn't he at the (free) bar!

The game finished 1-0 to Arsenal, but we couldn't complain as Billy and I had a most enjoyable day witnessing a true 'Dutch Master' at work.

Thanks for the memories, Dennis, you were brilliant...

**Russell Hall (G44)**

Send your footie tales to Russell at [rwball@russthehammer.fsnet.co.uk](mailto:rwball@russthehammer.fsnet.co.uk) or look out for his cab when you are out and about, reg J111 RUS. He loves a footie chat...

## SOUTH LONDON TAXIS

### 10% DISCOUNT FOR DAC DRIVERS!

If you live to the south of London and are looking for a garage offering quality work for a discounted price, try South London Taxis Limited because if you pull in with a Dial-a-Cab logo on your taxi, you will get a 10% discount on ALL work you have carried out there. And YES – that includes overhauls! South London Taxis Limited are already well known in Croydon, but with the savings on offer for Dial-a-Cab drivers, they must be worth those few extra miles even if you don't live there!

**South London Taxis Limited**  
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**Telephone 020 8665 1435**

*This 10% discount offer is available to all new and existing customers who have the Dial-a-Cab logo on their cab doors.*





## SOMEONE IS WATCHING YOU ON THE BROMPTON ROAD!

The Transport Policing and Enforcement Directorate of Transport for London has advised the PCO of a planned increase in the level of camera enforcement of banned turns in the Brompton Road area. There are a number of junctions where turns into and out of this red route are forbidden and stretches where U-turns are banned. Existing traffic orders are not changing, although there are plans to install additional signs to make the

restrictions clearer.

This increase in enforcement activity is taking place in response to safety concerns about the number of prohibited manoeuvres that have been occurring in this area, involving many sorts of vehicle. It is part of a pattern of increasingly effective enforcement of traffic regulations under the decriminalised powers granted to highway authorities including TfL and the London boroughs.

The PCO has asked that drivers be advised to make themselves aware of the restrictions that apply in their areas of work and obey traffic signs.

**Call Sign** asks that those same drivers notify their bank managers to have their accounts switched over to Ken's office because they are going to take it from you anyway and it will save you time. "Involving many sorts of vehicle?" Of course...!

Thrilling and addictive, **Formula One** is among the world's most popular sports. Over eight million viewers in the UK alone – including many licensed taxi drivers – watch it on television during Grand Prix weekends. Behind the sport is an intensely secretive industry, which invests millions of pounds in design and technology every year. Now for the first time, the public will be able to discover the design innovations at the heart of Formula One in an exhibition at the Design Museum from **1 July to 29 October 2006**.

**Formula One – The Great Design Race** will trace the history of the sport since it began in the 1950s, one of the great design stories of our time. Featuring an iconic car from each decade – including the Lotus 79 in which Andretti won the 1978 Drivers' Championship and Lotus won the Constructors' title and the 1988 MP4/4-2 driven by Ayrton Senna and Alain Prost, which won 15 out of 16 races for McLaren – the exhibition will also include an 'exploded' car, the current World Championship-winning Renault F1 team car, which will deconstruct the design and development of the different parts.

A series of design stories will explain the aerodynamics of the chassis and cockpit; the power generated by the engine, gearbox and fuel and the advances in suspension, brakes and tyres that determine the drivers' ability to control their cars at extraordinarily high speeds and often perilous conditions.

As well as focusing on the history and technology of the sport, the Design Museum will present a year in the life of Formula One with a behind the scenes look at the excitement, complexity and logistics that enable a team to compete throughout a season. Each race team will be represented, including Ferrari, Honda, McLaren, Red Bull, Renault, Toyota and Williams as well as iconic cars from the Donington Grand Prix Collection, the world's largest collection of Grand Prix racing cars. The exhibition will close with a look towards the future in which key industry figures give their predic-

## Formula One Exhibition at the Design Centre

*Free admission to cab drivers – and their kids!*



**Juan Fangio takes a pit stop during the 1950 British Grand Prix. He went on to win the drivers Championship 5 times in 6 years. Photo: LAT Photographic**

tions for the future of Formula One design and technology.

**The Design Museum is offering London taxi drivers and their children (under 16) free entry to the exhibition on production of their badge or bill.**

This major exhibition is open to the public until 29 October 2006 and the organizers, knowing that London taxi drivers are famous for their knowledge of the city, hope that they will not only visit the exhibition with their

families during school holidays and enjoy it, but will also recommend it as a "must see" to their passengers.

Donna Loveday, Head of Exhibitions at the Design Museum, told **Call Sign**:

"We look forward to welcoming London taxi drivers and their families into the Design Museum to see Formula One – The Great Design Race and hope that they will increase awareness of this exciting exhibition among the large number of people they are in contact with on a daily basis."

**Design Museum, Shad Thames, London SE1**

**Usual admission: Adults £7; Students + concessions £4; free to under 12s**

**Opening times: 10.00 - 17.45 daily. Last admission 17.15**

**Information 0870 833 9955 or [www.designmuseum.org](http://www.designmuseum.org)**

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# From Donna To Wembley FC...!



Goodbye Donna!

When **Call Sign** first sponsored former Dial-a-Cab telephonist, **Donna Merry**, she was a good shooter who with her Mirkou MK30 shotgun, had won several important titles. By the time she gave up shooting to spend more time on her University studies, she had gone on to captain her country and followed that by going to the National Skeet Shooting Association World Championships in San Antonio, Texas, returning home with one Silver and two Bronze World Championship medals!

And that brings us to **Lee Pearce (J71)**. Lee is the goalkeeper for Combined Counties football team **Wembley FC** and he recently approached DaC Chairman Brian Rice to see whether the Society could help Wembley out by supplying some of the fleece tops that we had given drivers for Christmas. Lee told Brian that the team looked strange when they came out all wearing different tracksuit tops!

Brian – being a keen football fan – dug up enough tops for the first team squad and told **Call Sign** about it. We called Lee hoping to arrange for a photo of the squad with our tops on, but after speaking to him, we were so impressed with the team that this mag decided to use the money we had previously spent on Donna to supply a new kit for Wembley FC with Dial-a-Cab emblazoned across the fronts!

Before spending a penny, **Call Sign** was invited down to Wembley FC by club Chairman Brian Gunn to watch their FA Cup Extra Preliminary round against **Thame United**. We knew that this game would create some publicity due to it being Wembley and the controversy over the completion or otherwise of the club's rather more famous neighbouring ground – Wembley Stadium!

So the Editor, together with Board member Allan Evans and photographer



Lee with the cup posing for the BBC, Sky and the press  
inset: Lee with Wembley FC's new DaC tops and the Cup!

Alan Green, went to watch the match on Friday 18 August. We stuck some DaC banners up around the ground just in case – and sure enough, there on the following days Football Focus on BBC1 was a report of the match together with plenty of DaC banner shots. In addition, they also appeared on the Sky Sports News channel every hour for a day!

And not only that, because it was the first match of the 2006 FA Cup, there on parade was the cup itself – securely protected by two rather large gentleman who when asked by the Ed whether he could pick the cup up, replied only if they could then pick him up!

Wembley FC comfortably won the game itself with 3 well-taken goals scored

by Jumo Mitchell, Steve Augustine and Paul Shelton.

DaC's Lee Pearce told **Call Sign**: "Thame United were one league above us, but you'd never have guessed that. We played very well and could even have scored more goals but perhaps eased up after our third. Even Football Focus called our first goal outstanding!"

Next up for Wembley's cup warriors is a visit from Redbridge Green (formerly Ford United) and not only will Call Sign keep you up-to-date on that match, but we'll also let you know how the team gets on in its battle to get into the Ryman league having already won their first three league matches of the season and proudly sitting on top of the league...





# DaC's Pat Graves in TV Memory Show



Dac's memory lady - Pat Graves

**Call Sign** received numerous phone calls and emails from drivers who had seen DaC driver / Marshal Pat Graves on a TV programme about improving or maintaining your memory. In the show, Pat had the task of teaching absent-minded children's entertainer *Jilly Jellybean* (real name Morgan Farraday) - who often has trouble finding her way to gigs - various methods to improve her memory and to enable her to get to venues before the little darlings fall asleep after waiting so long!

"It's all about mnemonics, or the art of association to aid your memory" said Pat when **Call Sign** eventually caught up with her between her DaC marshalling duties and the hours she spends working out in a gym - her trim figure giving the game away!

"My five years as a Knowledge of London instructor gave me plenty of opportunity to practice what I preach," said Pat, modestly forgetting that two of her former students are now PCO KoL Examiners themselves!

"Mnemonics," asked **Call Sign**? "Isn't that something to do with road drilling?"

"No," replied Pat, "mnemonics is a method of aiding or improving your memory by way of associating something with something else, to jog your brain into recalling certain details," she explained. "For the TV programme, I taught Jilly J some techniques to improve her memory, allowing her to direct a bus around London while pointing out certain landmarks along the route to the passengers on the bus, without any aids - just from memory," said Pat proudly.

She went on to add: "We spent almost a week filming at Longleat House in Wiltshire, as well as one day in and around Pall Mall and some time in my cab as well. The cabs' door logo's got some TV exposure too, giving Dial-a-Cab free publicity," she grinned.

Professor Robert Winston and Dr Tanya Byron hosted the TV show in which viewers could participate by testing their own powers of recollection and observation against a visual quiz set in the historic Longleat House.

So the next time you see Pat marshalling along London Wall, ask her why she needs to write down your registration number? On second thoughts, she's probably tougher than us...!

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SE17 - Coachline Taxis 020 7277 2200	N18 - S&H Cabs 020 8803 1437
E2 - Framersight Engineers 020 7739 5617	HAB - Edgware Cab Company 020 8951 4590
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It was my daughter-in-law's birthday and as I knew she enjoyed Greek food and as there was an invite on the table to visit **The Olive Tree**, I thought: "Well, why not? I AM the Editor! Why should that Kupkake chappie get this?" And off went the four of us to sample what I had been informed was REAL Greek food...

The Olive Tree is rather tucked away. Its address is in Blackstock Road (N5), but you have to nip around the corner to Mountgrove Road to find the entrance – something that in my rather limited experience means that your best option for survival is to rely on recommendations and that means being more than just good!

We arrived some 20 minutes before our scheduled time and met Yiota, a rather special lady who has been running the restaurant for the past seven years and whose boast is that virtually everything you eat at The Olive Tree is made on the premises and probably the closest to real home made Greek cooking that you will find anywhere outside Greece! Even the *pita bread* is organically home grown!

Yiota went on to explain that the restaurant uses only the freshest ingredients and finest virgin oil in all its cuisine and they would rather not make something if it meant using inferior quality produce. Well, talk is cheap! We were escorted to our table and prepared to find out...

There are around a dozen tables in The Olive Tree and whilst not the biggest of restaurants, it certainly has a lovely atmosphere. Something that caught my eye were the huge mirrors along one wall and that there was not one dirty mark to be seen anywhere on that glass. Dirty mirrors in a restaurant are a real put off!

A cousin who knew The Olive Tree suggested I try their *Kleftico*. Seeing this beautiful looking tender lamb shank on the bone served with those scrummy looking potatoes and onions and roasted vegetables to another diner, my immediate thought was to go for it!

Another diner to my right was swooning over her *Mousaka* (you all know what that is without me describing it) whilst her husband / partner was trying to sound somewhat calmer when talking about his *Papoutsakia*. I hadn't a clue what that was and surreptitiously pretended to look at the menu to decide what I wanted, whilst actually reading what the person on the next table was tempting me with without ever realising it! *Papoutsakia* – Aubergines and potatoes, oven baked with aromatic minced lamb, topped with Feta cheese and olives! This just wasn't fair!

Yiota continued her walkabouts making sure that everyone was no less than 100% happy with their food and when she reached our table – knowing that I had been recommended the *Kleftico* – could see I had become undecided due to over-choice. There was only one answer – all four of us would have her Grecian style *Mezethes* – although as none of us could pronounce it, we reverted to being com-

**David Kupler (Y74), David Ballard (N28), John Hudson (W34), John Hall (K74) and Alex Constantinou (N05) are Call Sign's restaurant reviewers. These DaC drivers and their guest will visit restaurants periodically and give their honest opinions...**

**This month the Editor pushes in to try the Olive Tree, a Greek restaurant in Highbury...**

# Eating Out with Call Sign



**Yiota with a few sardines!**

mon and called it Meze!

This turned out to undoubtedly be the best Meze any of us had ever eaten. It began with the 'usual' dips – you know, the *houmous*, *taramosalata*, *skorthalia*, *tabini* etc. But 'usual' didn't apply to the taste with each dip tasting as though it had been specially made for us there and then – mind you, it probably had! This course was accompanied by something with a long Greek name that I wouldn't even attempt to spell, but translated into a very tasty Spinach pie with Feta cheese. And the *Pita bread* – well that was quite simply the best Pita we had ever tasted!

Accompanying a large bowl of Greek Salad with chunks of *Feta cheese* and a lovely smooth dressing that Yiota claimed could not be bought anywhere, came the next batch of goodies which were too numerous to remember and in any case, I was beginning to lose interest in the real reason I was there and was just enjoying myself! This, no doubt in part thanks to an excellent chilled Greek dry white wine – *Makedonikos Tsantali 2004* – that always seemed to be in my glass regardless of how much I drank!

I do, however, remember eating the most amazing variety of Greek meats and

vegetables in some beautiful wine sauces and Linda having to stop me asking for more Pita with which to mop it up! We were feeling pretty full, only to be asked by Yiota – who by now was our friend – whether we wanted a few minutes before the next course!

Well, we did our best on the fish course with the giant sardines and variety of various sea foods, but were just totally stuffed! Ok, not the language my regular reviewers would use – but true nonetheless.

Two of us then had some gateaux consisting of chocolate and cherries that even Yiota couldn't claim to have made. It must have been delivered from heaven!

After almost 3 hours – during much of which we had been eating – it was time to depart. The cost for the four of us, including two bottles of wine and two bottles of sparkling water, came to under £100 and that represents the most incredible value.

Yes, it's all Greek to me – but whatever it is, we'll be going back for more. There are all those other dishes to try!

**For those staff at Brunswick House who fancy any of the above for lunch, Yiota will deliver anything from the menu to the office – including your own made-up Meze including whatever you fancy at very reasonable prices.**

*The Olive Tree: 177a Blackstock Road, N5. Phone 7 503 5466 or Fax 7 226 9394. Open Monday – Saturday from midday till 11.30pm and Sundays for private parties. There is a very informative website: [www.olivetreetavern.co.uk](http://www.olivetreetavern.co.uk)*

## Call Sign

### September 2006

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Last month's issue of **Call Sign** created a few sighs when drivers read of Mark Thurbin (M96) trapping a job to Marrakesh in Morocco.

"It sounded like one of those once-in-a-cabby's life jobs that would keep him in tales for years to come," said Dial-a-Cab driver **Alim Rehman (H70)**, "and then to have it detailed in our magazine with colour photos as proof of the day it happened... well that must have been the icing on the cake! But I never dreamed that within a week of reading about Mark's trip, I would get my own version!"

Alim's version didn't involve needing a passport, but did, if you want to be pedantic, involve going to another country – Scotland! Alim takes up the story...

"It was around 5am and a message came over the terminal that cabs would be needed for the **Eurostar** account at Waterloo. A very late train was about to come in with around 800 passengers on board. Waterloo had been chaotic with delayed – and packed – trains coming in throughout the night, but this was the first time I had been close enough to get to the station. I made my way onto our radio rank and was soon on the point. The Marshal came up and asked if I fancied going north? I assumed it to be a wind-up because the cab in front "got off" to Blackpool and I assumed I'd drawn the short straw and would be going northwards to the Angel or Tottenham or somewhere like that! When he asked if I would be prepared to go to Edinburgh and then onto Dundee, I still wasn't sure if he was being serious.

But he was and the passengers – who looked to be students – jumped in and off we went! I'd started work quite late and felt reasonably fresh as we set off. It turned out to be quite a *schlep* – around 500miles each way!"

Alim continued: "Even though I had quite a lot of diesel in the tank, I decided to fill up at the Hendon Way Esso garage. As I stopped, another DaC driver pulled in behind me. He was on his way home and seeing my passengers, asked me if I was going anywhere interesting – as we all do in that situation. When I said I was on my way to Edinburgh and Dundee, he suddenly became speechless!"

On the way, Alim noticed the meter getting close to the £1000 mark and took a phone-photo of it showing £999.80. It took him around 8 hours to get to Edinburgh thanks to some horrendous traffic queues getting into the city. Then he had to find Princes Street because the passenger didn't know it. But fortunately, it is the most famous street in the City, so all the local cab drivers knew it.

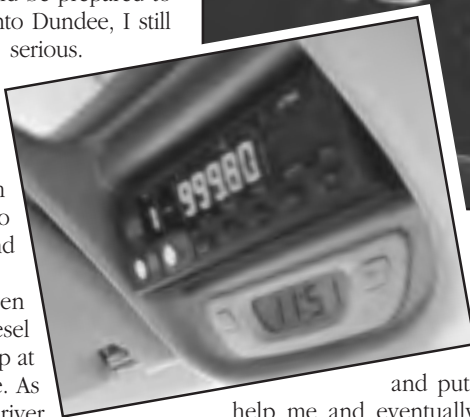
"I eventually dropped the first passenger at around 1pm and then realised that never mind finding Dundee," said Alim, "I didn't even know which direction to head towards! But

# "Not Marrakesh - But it'll do me!"

*Says DaC's Alim as he gets a touch of Bonny Scotland!*



**Alim gets back to normality. Inset pic: Catching the meter before it clicks onto the magical 4 figures**



the Edinburgh cabbies were real gentlemen and put themselves out to help me and eventually we hit the Forth Bridge and were heading in the right direction. It was a further 50 miles north."

Alim reached Dundee and found the passengers address at around 4.30 that afternoon – almost 12 hours after picking them up.

"I felt absolutely shattered," Alim admitted, "but it wasn't late at night and after a coffee and snack, I suddenly felt refreshed again and decided to start making my way home. I could always stop if things got too bad and I did begin to feel tired on the M74 near Carlisle, so I pulled into a service station and fell asleep. I awoke after an hour feeling a bit better and drove on reaching Luton and still feeling good enough to drive safely. Then suddenly, a feeling of total weariness came over me, but as I live virtually at the southern end of the M1, I decided that I was too close to home to stop now and at 4am I reached home – 23 hours

after accepting the job and around 28 hours after leaving home! It had been a long day, but even with the reduced mileage rate, a very profitable one!"

Alim told **Call Sign** that he fell into bed, only barely remembering his arrival home!

"Luckily I recognised the wife," he said, "so I knew it was the right house!"

His plan after waking up was to have the night off and just relax... "but I felt so refreshed by the evening that I went back out to work!"

And how did it feel? "A bit flat, but at least now, like Mark, I too have my memories and a photo in **Call Sign**!"

Alim has been on DaC four years out of a total 7 years as a licensed taxi driver. His previous longest trip was a Virgin job to Northampton.

"I never dreamed I'd get a radio job which would make that look like a local," he said!

Alim's TX1 averaged around 35mpg, took one pint of oil in Dundee and provided him with a trouble-free trip...



# COMPLIANCE OFFICER'S REPORT

**Tom Whitbread's department has been renamed Compliance rather than Complaints...**

## Forty job rule

Once again we have had a complaints meeting where among those drivers appearing were those who had not fulfilled their commitment to the Society - to complete 40 data despatched jobs in every month throughout the year. We have drivers who go on holiday for 2 weeks coming back and still completing 80 jobs before the end of that month! So drivers who say they are going away for a week and will not be able to complete 40 jobs are really taking the pee out of the hard-working drivers who are constantly helping us hold onto our work.

To be off the road for a week in overhaul still enables you to fulfil your duty to help us retain the work we have fought so hard to obtain from other taxi circuits. We have also gained accounts from private hire, but do drivers who complain about PH taking our work, help us out? Not on your life! They just stand outside the watering holes belittling the drivers and management who have put in such a lot of sweat into gaining these accounts and covering their work.

As you will see from the Complaints meeting results (shown elsewhere in this issue), drivers have been expelled for not complying with the rule appertaining to the 40 jobs coverage, which is in the official rulebook that is registered with the Industrial and Provident Societies.

I don't know of any other industry of self employed men and women who have to be coaxed, bribed or threatened to do their own work that helps pay for their families to have food on the table. At a time when there are people crying out to find work, we are giving our clients the opportunity to go to another supplier because our service level is lower than they have come to expect from Dial-a-Cab.

## Credit Cards

We still have drivers who, for whatever reason, are not going through the correct procedure when accepting a credit card street hiring or one obtained via the system. If you are unsure of the procedure, give Daren, the trainer, a call to arrange a quick 10-minute refresher course.

Do not forget to make sure you have charged the administration cost and always carry a pad of spare credit card receipts, just in case you have a problem with the terminal. If you do have a problem, always put the clients credit card under the third copy of the receipt pad and rub a penny or other blunt object over the card to get an imprint. This proves that you had the card in your possession, then when the client signs the receipt - *check the signature!*

You will then have a receipt for the client, one for yourself and if there is any query, you will have one for us to forward to the bank.



## Which drivers are sick?

Once again could I ask that if you know of any driver who is off work with a serious illness, please let us know - assuming the driver in question is unable to do so him or herself.

If you are a regular reader of *Call Sign*, you will have noticed that some drivers have castigated me for not sending them a get well card when they were off work. I know that our technology is the most advanced in the taxi trade, but up until now Brian has not been able to get me a crystal ball to see into the future! So I have to stick with the old tried and tested method - the taxi driver's bush telegraph. When you are laid up in hospital, it's nice to get a card to remind you that the staff and drivers are thinking of you.

It is so sad when I hear of a driver - or someone in his / her immediate family - who is dying. These may have been friends that I have built up during the 30+ years I have been on Dial-a-Cab. It is at these sad times that a simple card can mean so much.

## Destinations in Outer Zones

If you are given an AD destination that turns out to be an outer zone (eg NN99, E50S or W50S), please contact the Call Centre before the end of your journey and inform them of the destination. They can then change the destination from a zone code to a place name that the client will understand when it appears on their invoice.

## Taking advantage of Code 21

We have some drivers who are trying to take advantage of the system when running to a pickup. They are pressing their *arrival* (code 21) button when the meter reaches £4.20, even if they have not reached the pickup point. Do they not realise that our GPS picks up their position and the amount on the meter when they press the code 21 button? This being the case, you are breaking the Society rules and stealing from the client. If any driver is caught committing this offence, they will be dealt with at a

Complaints committee level and that has the power to suspend or expel any driver.

## Party political broadcast on behalf of the Compliance Officer!

Once again Tony Blair and his National Criminal Party have excelled themselves with prisoners walking out of open prisons on a weekly, if not daily basis. Then we have Geoff Hoon saying that we should not put any restrictions on all the immigrants who may be flooding in after next year. This Government are also allowing immigrants to claim for children they say they have left in their home country. So not only do I go out to work to support my family, I am now supporting non-existent sons and daughters of illegal immigrants.

Mr Blair and his party have done far more harm to the British Isles than Hitler ever did. They have demoralised the British people to the point that thousands are leaving to live abroad. Now we hear they are going to reduce prisoner's sentences by 10 days to keep the prison population down. Soon it will be prisoners going for a quick shower and haircut - then out!

Why do we bother with Judges and Magistrates? If they ever do use their power and give a realistic sentence, it will only be reduced on Appeal and the killers and rapists will be back on the streets within the year. When a foreigner commits a murder, they plead mentally unstable and get sent to a cushy hospital or let off a custodial sentence. If they are that mad, how did they negotiate getting from their country to the land of milk and honey... the British Isles? Why do we not follow the example set by the French many years ago and use an island to which you could send all of your most serious offenders and then send all the murderers and rapists there with just the basics to survive and let them fend for themselves. Make sure the island is too far away from any other land, so as not to allow them to swim and escape. Anyway, as many of these criminals have taken away - or ruined - a life, why should they have any luxuries? Do not allow them TVs, video games, computers or gymnasiums.

To all the woolly sock brigade of do-gooders who preach that you should not treat them with anything but kindness, you have failed. So let's go back to the tried and tested method of punishment for the crime they have committed.

To the imbeciles who want habitual criminals let out of prison early, perhaps if we put them on their own in a dark alley with one of these criminals, they would then see how stupid they are. If the do-gooders were put into that position, the adrenaline rushes at 100 mph, your backbone turns to ice, sweat begins to pore from your forehead and seep

*continued on page 25*



## Compliance Officer

*continued from page 24*

from under your armpits and you realise there is no escape. Then you know you're facing real life. Until then, they have only read of the torture and mutilation, but now they are facing it. And after being in that position, would they still back Tony Blair and his idiots? I don't think so...

I have spoken to numerous people on this subject and as soon as I say that I never voted for Tony Blair, they immediately respond that they never either. I have yet to find anyone who did vote for Mr Blair! Someone must have, otherwise the vote counters were corrupt!

## Fighting at a cash-point...

I recently had a fight with a young black man at an HSBC cashpoint in Mare Street, Hackney.

Unbeknown to me, as I started to tap in my PIN number to withdraw some cash, he was standing behind holding up his mobile phone and videoing me inputting my number. He then came up to me, leaned onto the machine with an envelope in his hand and I heard a button being pressed. I grabbed his wrist and smashed his hand on the side of the machine. That made him drop the bankcard that he had extracted from the machine.

Then like a typical Englishman, I became more interested in retrieving my card from the floor instead of belting him again. In the time it took me to bend down, he and the partner he had with him ran to the door and escaped.

What annoyed me as much as anything were the crowd in the bank who witnessed what had occurred and then parted to give the criminals a clear run to the door. Bank officials said it was pointless calling the police, as I had got my card back. This was after their CCTV had recorded the whole incident!

The police are not interested in chasing a criminal, even if you have given them all the evidence they need. It would mean them going out and looking for someone, which could end up with them having to do some work or maybe getting a whack.

## Emailing information

I am trying to build up a file of DaC driver's email addresses so that important DaC info needing to be sent quickly can go on the same day. This could apply to anything and is not linked to complaints. If interested, send an email headed 'Driver emails' to [tomw@dialacab.co.uk](mailto:tomw@dialacab.co.uk) and I'll put your address onto the file. Then if you go on holiday, you won't miss any news...

**Tom Whitbread**

**DaC Compliance Officer**

*Tom's views do not necessarily reflect those of anyone from Dial-a-Cab but are his own...*

Every issue of Call Sign takes a look back at ODRTS history through the pages of the magazines of the time with a...

## Dial-a-Cab Flashback

Flashback  
1967

*This month's Flashback goes back to January 1967 and compares it with August 2006 via three photographs...*



**A Texaco garage along Caledonian Road in August 2006 – diesel 100.9p per litre...**



**The Sloane Avenue Garage in August 2006 – probably the most expensive in the country with diesel showing at 129.9p per litre...**



**The pump at the long defunct Monit-on-the-Hill taxi garage in Downs Road, Clapton, sometime in 1967 with diesel on sale at 2 shillings and a penny per gallon – equalling around 2.3p per litre!**

# E3 TAXIS NOW AGENTS FOR TAXICAT EMISSION SYSTEM

**E3 would like to thank all those DaC drivers who now use E3 for their repairs.**

We would also like to inform you that we are now Approved Agents for the **TaxiCat** emission system - the all stainless steel exhaust system that fits all models of Taxi and is totally maintenance free. The total price inclusive of Vat and fitting is £2000.

You can book now on 0207 474 6592. Cabs due for plating in July and August will be issued with a 'confirmation of booking' letter to present to the PCO when booking your test date.

## Oh goody...it's footie!

Another month, another football season and at the time of writing this article, Chelsea have just lost the Community Shield to Scouse gits, Liverpool. In addition, my eldest son's football team were thrashed 15-0! I hope it's not an ominous sign of things to come...

Up until season 2004-05, my kids and I enjoyed competing in online fantasy football web sites, however all the free ones we used closed down. This year I've found another free fantasy football web site <http://premier.fantasy-manager.co.uk/default.aspx>, although there are limitations to the free service in that you can only transfer one player per month. Check it out and see if you beat my team (*BluesTheColour*). Mind you, don't be too surprised if you do, as my daughter beat me last time!

## Leaving the UK?

There are always heated discussions and huge headlines regards immigration to the UK, but in comparison you never really hear too much about British migrants going overseas – and there are quite a few from Dial-a-Cab that can be included! Considering 350,000 British people left Blighty “for good” in 2004, I'd guess there's not a person reading this article that doesn't know of someone who has emigrated.

## London Vintage Taxi Association Alive and Kicking



**Austin low loaders destroyed following a bomb raid on Leicester Square in 1940**

A good friend of *Call Sign* and Liaison to the Dutch section of the LVTA, Hans Dooren, has reminded us that the organisation of which DaC driver **Keith White (A16)** has just stood down following many years as President, is still alive and kicking.

“Especially our Dutch section in the Netherlands,” said Hans. “It gives our members great pleasure. Our friends in the American Section of the London Vintage Taxi Association are also running well and of course, the UK branch is always vibrant.”

**You can see the LVTA-website at [www.lvta.co.uk](http://www.lvta.co.uk) and [www.londontaxi.web-log.nl](http://www.londontaxi.web-log.nl) for the Dutch section.**

Hans has allowed us to show one of their many photos. This one is of Leicester Square after a bomb had hit where the cab rank was...



I must admit I've considered it a few times, but I'm sure the Knowledge wouldn't really help me in Sydney, Toronto or Wellington!

A friend of mine recently told me about a British ex-Pat web site, surprisingly enough called <http://britishexpats.com>. It's got what you'd normally expect from a portal - forums, chat, photos (some real poseurs in there), articles, etc and I'm afraid to say everyone contributing to the site says they don't regret leaving Britain... can you believe that?

For a good read, <http://britishexpats.com/articles/uk/impressions-after-a-week-back/> is worth a visit. It's from a British guy who spent the last 8 years in Japan but who recently returned to the UK. One point he makes is re the history pouring out of the UK that is totally lacking in Japan.

## Not guilty, M'lud...

That leads me to the next web site – a really exciting one: <http://www.oldbaileyonline.org>. What a fabulous, brilliant web site! In fact my wife just wishes I was as excited about her as I am about this web site! Oldbaileyonline.org contains the proceedings of the Old Bailey from 1674 to 1834. It's a fully searchable online edition of the largest body

of texts detailing the lives of non-elite people ever published, containing accounts of over 100,000 criminal trials held at London's central criminal court. How cool is that!

If you don't want to spend hours and hours on Oldbaileyonline.org, then I suggest you don't search the proceedings using the keyword “Cab” (without the quotes) as I promise you'll be there all night! You have been warned...

## Is Bert (at number 19) a Technophobe?

Have you ever wondered whether the people in your street are technophobes or technology adopters? Well you can find out at <http://www.spatial-literacy.org/esocietyprofiler>. Just type in your postcode and you'll find yourself categorised! There's also a surname profiler available from the same web site containing 25,000 of the most common British surnames. It's worth a visit...

**Be lucky and see you next month  
Vince Chin**

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**Contact Andy (P32) on 07904 091278 or 07932 960350**





Joan Warren talking to DaC's Pam Gadson, Val Gomez and Chairman Brian Rice

### Jim Warren, Dial-a-Cab's security officer for many years, said his final farewell at the Finchley Crematorium on Friday 4 August.

A packed hall – with many standing – watched silently as Jim's coffin was brought in to the strains of Nat 'King' Cole's *Unforgettable* and that perfectly matched the tributes that came from Jim's daughters and granddaughter.

Many had come from Dial-a-Cab to pay their final respects. Representing the Board were Brian Rice and Tom Whitbread, with admin staff in the shape of Carol Carpenter and Val Gomez. Pam Gadsdon represented the Call Centre. Several drivers attended and even Albert – our general handyman – asked for permission to take the morning off to attend, such was the respect that Jim held.

We listened to a moving poem from Jim's granddaughter, Martina, and a speech from daughter Sue that was both moving and at times, funny. One particularly memorable piece told how Jim tried to make his three daughters appreciate music by buying them

# Goodbye Jim...



### Jim's final journey

musical instruments for Christmas, "even though," said Sue, "we'd rather have had bikes!"

Sue went on to say how much her father had enjoyed working at DaC and considered it more of a hobby than a job. She went on to say that Jim counted the "Guvnor" of Dial-a-Cab as a friend rather than an employer. At that time, Sue hadn't realised that the "Guvnor" she was referring to – Brian Rice – was sitting in the second row and trying hard to retain his composure – as were all of us.

She also told of Jim's time in wartime Burma as a Sergeant Major in the British army and how against all the odds, he managed to get a message home wishing everyone a happy

Christmas.

After the service, Brian Rice recounted to *Call Sign* how, each day when he passed Jim on his way into the office, Jim would give him a *Time Out* chocolate bar!

"He was a real gentleman," said Brian, "someone who took pride in everything he did."

Jim's widow, Joan, told us to thank everyone from DaC who had attended and also for all the messages of condolence she had received.

"He loved Dial-a-Cab and seeing all these people here shows what DaC thought of him. Thank you all."

Goodbye Jim, we'll miss you...

## Lisa Completes "Race For Life..."

Read two of the letters in this issue's Mailshot to see why *Call Sign* sponsored Lisa and Cancer Research UK...

**Lisa Goodwin**, daughter of *Taxi Globe* Editor Sandie, recently completed in the "Race For Life" run at the St Albans Verulamium Park. *Call Sign* was one of her sponsors and we're pleased to write that she completed the run successfully.

Race for Life has grown to become the UK's biggest women-only fundraising event, having raised over a £100 million for **Cancer Research UK**. The 2006 event saw over 750,000 women in various runs around the UK, supporting the charity's life-saving work.

The event was kindly sponsored by Tesco.



Lisa (far right) and two friends after finishing the race

**Call Sign** had a strange call from a Dial-a-Cab driver recently. As a former winner of the **Taxi Driver of the Year** competition, he was apparently told that his winnings of £2000 were taxable because that competition is only open to licensed taxi drivers. According to Her Majesty's Revenue and Customs\*, had the competition been open to anyone including minicabs, bakers and postmasters etc, then any winnings would not have been eligible for tax.

Furthermore, the DaC driver was told that PCN fines he had entered as taxi expenses were not allowable against tax, even though he got them while driving his taxi.

The driver wasn't asking for our assistance in finding out whether the information was true, he had already looked into it but wanted to warn others.

**Call Sign** asked *Ashton Hart David Lee* of Loughton, who act for many taxi drivers, what their view was. A spokesperson told us:

**"It would seem that prizes, awards**

# TAXI PRIZES ELIGIBLE FOR TAX?

**and incentives may be taxable in the hands of the recipient. It can depend on the quality of the award and if it comes to the individual as an incident in the exercise of his trade, then the Revenue will treat it as a professional receipt and it is therefore taxable. This is supported by case law. If the award is in the form of cash, then the taxable receipt is the amount of cash received, however, if the award is in the form of goods, then it is necessary to calculate the cash value of the gift, normally the market value (rather than the retail price) of the goods received.**

**Unsolicited prizes awarded as a mark of honour or distinction are not**

**considered to be taxable.**

**I can also confirm that fines and penalties incurred as a result of a trader's infraction of the law are not allowable expenses for tax purposes, as they are not incurred wholly and exclusively for the purpose of the trade."**

So now you know. Should you enter a competition where stipulations say that only taxi drivers may enter, any prize offered will be taxable be it in cash or value of goods.

*\*HM Revenue & Customs (HMRC) was formed in April 2005 following the merger of Inland Revenue and HM Customs and Excise Departments..*

## TAXI INSPECTIONS APPOINTMENTS SYSTEM PCO apology...

Some cab owners have recently suffered difficulties in making appointments for taxi inspections beyond 1 September as a result of a computer problem at the PCO. I would like to apologise to all those who have experienced problems and to announce that the computer software problem has now been overcome and appointments are being made in the normal way.

Those owners who left approval forms at the PCO for the allocation of appointments are in the process of being contacted with offers of appointments and, as far as possible, are being given the dates of their choice.

**Roy Ellis, Head of the PCO**

# E<sub>3</sub>TAXIS

**Due to the positive response to our winter special offer of price servicing for LOGO CARRYING DaC**

**DRIVERS, we have decided to continue the offer throughout the summer  
AT E<sub>3</sub>TAXIS – 50% DISCOUNT ON SERVICING!**

*Some of our other services include:-*

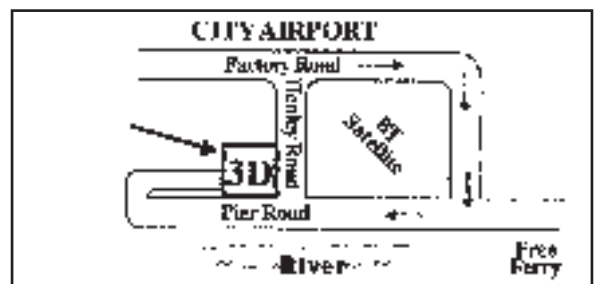
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***E3 Taxis Unit 3D Standard Industrial Estate, Henley Road, E16 2ES  
Open Monday – Friday 8.30am – 5.30pm***





Representatives from Cygnus Meters have completed one of the world's toughest endurance races - the Three Peaks Challenge! The gruelling ascents up Ben Nevis, Scafell Pike and Mount Snowdon were taken on by Steve Cartwright, Peter Wrigley, Steve Mattingly and Neil Noble (of Lisburne Garage, Stockport who were major supporters of the event). The task was completed on Snowdon within the 24-hour time limit - with only minutes to spare!

The team left Staffordshire for the North in a John Paton TW200 and switched on the MR400 taximeter - a standard fitment in the TW200 taxi. A group member takes up the story...

"As we pulled up at the bottom of Ben Nevis, the top was obscured by clouds. The forecast was perfect, but people are regularly forced to stay out on the summit as bad weather often moves in quickly. With the clock ticking away we started the ascent.

Three hours later we reached the summit of Ben Nevis. Pain all round! In the event, the clouds were obscuring around a third the height of the mountain. Sadly they also robbed us of the view from the peak but cleared during the descent and the views were spectacular.

Left Fort William after post-climb cleanup. Peanut butter sandwiches with honey in preparation for the next climb. The fare on the Cygnus MR400 taximeter now reads £2050.

It's 11pm and the lanes back to Glasgow were foggy and the team supposedly with some local knowledge and disobeying the Blaupunkt satellite navigation unit, took a wrong turn. They got back on track within 45 minutes or so but the time had to be clawed back somehow!

We arrived at Scafell. The sun had not yet risen as the team began the climb. Unlike Ben Nevis, the path does not zigzag but instead goes straight up the side of the mountain. The going was hard over the limestone paving, but became even harder on the open scree further up. Handholds were required and often it was a case of three steps forward, two steps back as our feet slipped on the rocks. By 0630, Scafell's summit was achieved. The sun had well and truly risen and the views were spectacular. No time to take them in, though, as

time's a-wasting. The descent was just as perilous as the climb.

Down from Scafell and back on the road. The Cygnus MR400 taximeter ticked over the £3000 mark as we left the site and headed south to Snowdon. Delayed in traffic

on the M56 heading past the golf Open Championship at Hoylake. Traffic delays probably only cost us an hour or so; but it was still an hour that had to be made back up when climbing!

Arrive at Snowdon, which looks to be the biggest climb, but only because we could see the summit from the start. We enviously looked on as the train shuffled its way up the mountain. We wasted no time and got stuck into another climb. At this point, we had little stamina left and it was only willpower that dragged us to the summit. The route was long and the path unforgiving; sugar tablets helped, but it was still difficult. The thought of all that money going to good causes kept us going.

Our 24 hours are up bar a few minutes and we arrived at the summit to secure over £1000 for the NSPCC and Air Ambulance. Not bad for a day's work! The view was again breathtaking. This time we took five minutes to look across the valleys and bask in the sunshine. The trek back down was disheartening. Even knowing there would be hot soup at the bottom, it seemed to take forever. Progress was



**3 of the Cygnus team on the Snowdon Peak (L-R: Steve Cartwright, Peter Wrigley and Neil Noble (kneeling))**

slow when compared to the distance up the hillside but we slogged our way back to the cab for the best vegetable soup that we had ever tasted.

We left at 7pm and were looking forward to a lengthy bath. However there was the small matter of a drive back to Staffordshire to consider. The meter fare was now £3770. Three hours later we were home with the Cygnus 400 meter on £4170. The odometer said we had done 1194 miles in 39 hours. The consensus was that a bath and bed were in order.

The CygCam CCTV camera system fitted into the TW200 has given us some fantastic photos of the whole trip from start to finish. All the route guidance was calculated by the new Blaupunkt TravelPilot Lucca MP3 Satellite Navigation unit. This unit also plays MP3 files from card storage through its own speakers. Additionally it will display photos taken from compatible cards."

**If you would like to contribute any money to help the worthwhile causes mentioned or enquire about the products used, contact [sales@cygnus-automotive.co.uk](mailto:sales@cygnus-automotive.co.uk) or phone on 01543 573 912...**



## Kibble's Camera!

One of the hobbies of Dial-a-Cab driver Bill Kibble (K86) is "now and then" photography. In this series, Bill has taken photos of places and buildings that have an original version somewhere in the public domain...

**This month: The Albany in Burlington Gardens**



The Albany, Burlington Gardens in 2005



The Albany, Burlington Gardens in 1905

You may remember Dial-a-Cab driver Glen Robertson (E54) asking last year in *Call Sign* if any DaC driver wanted to make up the numbers for a trip around the Greek Islands in the 50 foot sailing cruiser that Glen and his three chums own. Were you one of those who phoned up too late and regretted it?

Well here's another chance! From October 3 to October 21, Glen and co will once again be taking a leisurely cruise around those same Greek Islands and at the time of going to press, they still had vacancies for two guests to join them for part or all of the trip.

If any DaC driver is interested in sailing, learning to sail or perhaps thinks he would look good posing on a floating Gin Palace (!) the cost is £50 per day plus your own travelling costs. That fifty quid includes all grub, drink on board, fuel, port charges and boat insurance!

# Dial-a-Sailing Cruiser Round the Greek Islands!

Glen told *Call Sign* that to be fair to everyone, they have to operate a "first come first served" policy. So if you regretted missing out last year or just fancy what sounds like a millionaire's holiday, then call Glen on **07850722207** or email him at: [glen\\_roberton@msn.com](mailto:glen_roberton@msn.com).



You could be cruising round the Greek Islands in this for £50 a day!

## LTI PRESENT SOUTHEND FUEL CHEQUE TO LTFUC

In the September issue of *Call Sign*, we reported on another excellent LTFUC kids outing to Southend and how LTI Vehicles had donated £1,000 to pay for driver's fuel costs and help give those 250 underprivileged youngsters a day out at the seaside.

In the photo, **Richard Daniels**, new LTI Government Affairs Manager, hands over a cheque for £1,000 to the Chairman of the fund, Dial-a-Cab's **David Lessman (D19)**.

Richard told *Call Sign*: "LTI Vehicles is delighted to have been able to contribute to the success of the day and we would like to thank all the drivers and carers for the fantastic job they did."

David Lessman added: "It is a very generous donation and helps the LTFUC to make the day the success that it always is..."



**In a world where technology moves at an astounding pace, DaC Network Administrator Jonathen Winterburn takes an occasional look at the latest gadgets...**

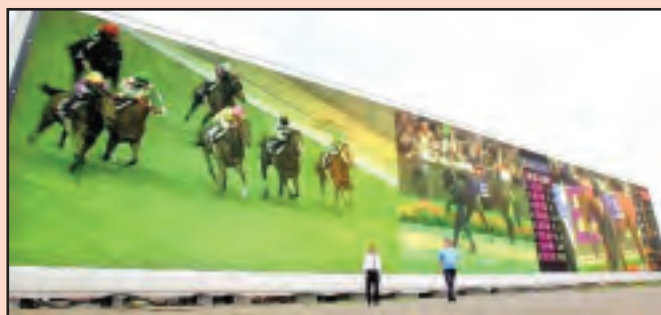
## John Asks Whats New?

You may recall some months ago I wrote about the 200-inch Athens Display TV - the biggest available TV on the market. Well, that television is like a manky portable compared to my latest discovery on that never-ending network of interesting stuff, the Internet!

**Mitsubishi Electric** has completed construction of the world's largest high-definition (HDTV) video screen - the Toshiba 2651 - at a race track in Tokyo. The screen uses Mitsubishi's Aurora Vision LED technology and measures 37feet by 218feet, giving it a surface area of 8,000+ square feet, or the equivalent of 3 tennis courts!

Mitsubishi manufactured the screen for the Japan Racing Association (JRA) at its Nagasaki factory. The screen was divided into 35 pieces for delivery to the Tokyo Racecourse in Fuchu.

The bright, high-definition display is 3 times larger than what was previously installed at the horse track and the screen's three sections



**Note the 2 men standing in front of the TV Screen to get an idea of its size**

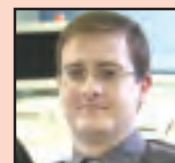
(£15 million).

However, one athletic reporter in Japan recorded a video of herself sprinting from one end of the 2,651inch monster to the

other in 12.8 seconds! You'd have to stack 1,550 32inch TVs to match the size of this mother of all TV screens.

You can view the video at <http://www.youtube.com/watch?v=Q0K2rECuyRE> - again, it's all in Japanese - but don't worry, as the visuals will blow you away!

**Jonathen Winterburn, DaC Network Administrator**



allow the audience to take in the action at other tracks. Total cost is reported to be 3.2 billion yen



**In what must amount to one of the biggest wastes of public money this year – not in size, but in pure unadulterated waste – *Call Sign* Editor Alan Fisher was cleared on 22 August at Epping Magistrates Court of exceeding the 30mph speed limit along Loughton High Road.**

A mobile speed trap had been set up and two police officers took numbers of those cars exceeding the limit.

One of the cars was claimed to be that of *Call Sign's* Editor, but when a Notice of Intended Prosecution (NIP) was sent to Alan's home address, the registration number was different to his own – albeit by just one digit.

He returned the NIP together with a note saying that the number was not his and forgot about it until a week later when a further NIP dropped onto his doormat – this time with the correct registration on it.

However, there were several other points that made little sense. The offence was apparently committed along Loughton High Road, yet no direction of the car was given, neither was the section of road identified and as parts of the High Road have a 40mph speed limit, that point could have been important.

Amazingly, the two police officers had both agreed the same incorrect number – surely a strange development for two people to both agree a number and to both be identically incorrect? Yet the Criminal Prosecution Service (CPS) refused to drop the case, forcing Alan to plead not guilty at the original hearing and to then attend Epping Magistrates Court for the trial. Alan takes up the story...

"Fortunately I am a member of the LTDA and after meeting Bob Oddy, was given an appointment with that organisation's solicitor, Michael Demidecki, who in turn organised a barrister to be in court to represent me."

Alan went on: "The barrister couldn't believe that the case had come this far and went in first to speak to the Prosecutor to try and get her to drop the case. After hearing the details, she agreed but could not do so without full agreement from the CPS. But in a phone call they refused..."

The case then began with Alan's LTDA-sponsored barrister informing the court that his client would not be giving evidence and that he would not be questioning the two police witnesses!

"I was slightly shocked at that, even though by then I understood why," said Alan.

The first police witness came to the stand, took the oath and then went through the details of the car they had caught speeding, reading out a different number than Alan's car.

"Are you sure," questioned the Prosecutor?"

"Well that's what we wrote on the report," replied the policeman, "although," he said looking twice, "it does seem a strange number?"

At that point, the Prosecution approached

# Case Dismissed! But Why was Alan Fisher Prosecuted?



the Magistrates and said they would be offering no further evidence against Mr Fisher. The strangeness continued even further when Alan's counsel was asked whether it would suit his client to have a 'Not Guilty' or 'Case Dismissed' verdict? The latter was selected, as according to his 'brief,' there was never a case to answer in the first place!

The LTDA's costs were refunded, whilst Alan's barrister told him that had the verdict gone against him, he would have taken the case to the High Court on Appeal.

Not a happy day for the British justice system even though the correct result came through. But what if the accused hadn't belonged to the LTDA? As Alan's barrister told him – the CPS rely on those accused *rolling over*, while accepting the fine and accompanying 3 points. Justice doesn't come into it... money does!

Last word to Alan: "What a total waste of taxpayer's money this was. It is an absolute disgrace that such an obvious mistaken identity should still end up in court and even when pointed out by their own prosecution on the day of the trial that there was no case to answer – that the CPS should still decide to go ahead. However, that does not detract from my thanks to the LTDA and their brilliant barrister!"

**Peter Townsend**

## LTI Launches Quality Approved Used Taxi Scheme

LTI Vehicles has launched a quality approved used vehicle scheme for the first time. Taxicare – LTI Quality Approved Used Taxis – is designed to ensure that drivers buying second-hand cabs are guaranteed a quality vehicle that has undergone 93 different quality checks and a complete mechanical overhaul.

Before being sold under the scheme by established LTI dealers across the UK, the taxis undergo a full bodywork check and have a comprehensive investigation against the previous owner and on any outstanding hire purchase finance.

The cabs are guaranteed a local authority pass, have 12 months' tax, full dealer support and with certain mileage restrictions, 12 months free servicing and 2 years breakdown insurance.

Commenting on the newly-launched scheme, Matthew Cheyne, Sales and Marketing Director with Coventry-based LTI



Vehicles, told *Call Sign*: "This is something that customers want and dealers have asked for and we were happy to offer a programme that ensures used vehicles sold through our approved dealers are of the highest quality. We have included as many safeguards as

possible to give the driver peace of mind. We give all the vehicles a mechanical overhaul and full service. Our engineers thoroughly check the vehicle against 93 different points and there is also a check into its history and to ensure there is no outstanding HP finance on it. We are so confident of the quality of the vehicles sold through the scheme, that we even offer free servicing and breakdown cover."

He ended by saying: "LTI's purpose-built taxis have a reputation around the world for style, quality and long-life. Taxicare shows we have confidence in our own products and do everything we can to ensure drivers get the best possible deal."

## Ghost story

If it walks like a duck, quacks like a duck and looks like a duck, then most likely it is a duck. So it is with the congestion tax. It seems Ken is confusing it with an emissions charge, an edict from Europe for a safer and greener planet. On the world's stage, along with ex-Prez Bill Clinton and an assortment of mayors from across the pond, he expounded more gas than my central heating in mid winter! Not content with charging 4 x 4s up to £25 daily to enter HIS zone, he now wants to charge trucks and lorries £1000 a day!

Just how are shops to restock their shelves as lorries probably bring in most of their deliveries? And how are the haulage companies to factor in the new charge? Probably by putting on a delivery charge that in turn will put up retail prices when passed onto we consumers, who already pay through the nose for most things. It's not just shops that have deliveries, but the backbone of London's commerce; banks and law offices all get deliveries from paper clips to computers - and not forgetting filing cabinets of varying sizes. Who do they pass on the increase to? More than likely, they will re locate and the capital will be more deserted than South Lebanon after an Israeli air raid.

This man (Ken) is more dangerous than Al Queda in that he, single-handedly, is killing off London and making it more of a ghost town from the old west than the thriving city we work in. Talk about taxing the air that you breathe...

## Size does matter...!

For years we have been told that size does not matter... more like *never mind the quality, feel the width!* As of August this year, size and weight will matter. If it is no larger than 9 inches long, 6.5 inches wide and weighs less than 4

From the front seat of his TXII these are...



## The Views of a Grumpy Old Man

ounces with a thickness of less than one quarter of an inch, this will be deemed normal. Large will be classed as follows; up to 14 inches long and 9.5 inches wide, with a thickness of 1 inch maximum. Anything over this size will be classed as a jumbo (or packet)! Prices vary, even amongst the large and jumbo. The normal size will have only two prices 23p and 32p depending on the speed of delivery. Large will vary - depending upon the weight - upwards from 37p to the top price of £1.31. Jumbo starts at 84p and can cost upwards of £4.74, again depending upon the weight.

No, these are not the prices for 'services' as seen in phone boxes around town, nor are they from Brenda at the local brothel. These are the prices of sending letters via 1st or 2nd class post. All sizes are approximate, as they were originally in grams and millimetres and I don't speak a foreign language...

## Cardiff again...

I hope you footie fans know the way to Wales if your team should be lucky enough to reach any of the finals to be played in the coming year, as it seems likely that Wembley will still not be ready by 2007. Not only is it overdue, but well over budget as well. The shame of it all is that the company retained for this debacle, have also won the contract to build the Olympic stadium for 2012. By now, you know my feelings on this subject. 'Nuff said...

## Identity cards

Don't believe all you hear about ID cards being dead and buried in the water. For the next census, even more intrusive questions will need to be answered. Apart from religion, ethnic background and place of origin, also to be included will be a financial questionnaire. Details of your earnings need to be answered as well as how much may be in your bank account, the state of your credit cards (if any) and how many vehicles are in the family? This has Big Brother written all over it and ID cards by the back door. I may be Grumpy - but I'm not stupid! You have been warned...

Chas Kissin (P99J)

## NAME THE NEW BUILDING COMPETITION

Due to the large response to the "name the new building" competition, the winner will be announced in the next issue...



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Tel: 020 8868 4343

7 King Street Cloisters  
Clifton Walk King Street  
London. W6 0GY  
Tel: 020 8868 8770



The record books will show a 9 – 3 caning for a Cab Trade All Stars side – 4 of whom were from Dial-a-Cab - that for much of the first half gave Martin Chivers' Tottenham side the runaround! That shouldn't have been too much of a surprise as the cab driver's team probably contained the bigger names of the two sides! However, it was the Spurs fitness levels and more clinical finishing that enabled them to walk out with the winner's cup.

The cab trade took the lead on 8 minutes with an excellent finish by former Chelsea striker **Trevor Aylott**, but Spurs – against the run of play - equalised through **Danny Maddox** with **Bobby Scarth** giving them a 2 – 1 lead some 6 minutes later and **Trevor Putney** scoring their third with a long range effort.

It became 4 – 1 when the Spurs number 16 scored with an individual effort where he beat three Cab Trade defenders before knocking the ball past **John Cheesewright** in the cabbies goal. 20 minutes into the second half, a rather innocuous foul was deemed by the referee to be a penalty but former QPR striker and now DaC driver, **Gary Micklewhite (R69)** blasted it straight at the goalkeeper. QPR season ticket holder, Brian Rice, may well put him on complaint for that!

A great long distance strike by the cab trade's **Dean Bragg** narrowed the score to 4 – 2, and gave out some hope of a comeback, but slowly and surely, Spurs took control. Spurs fifth from a tap-in, but the most popular goal of the afternoon making it 6 – 2 came from Spurs legend, **Martin Chivers**. Though he still wears the centre forward's jersey, he stays much deeper nowadays! Goals from **Ray Skelton** and **Paul Moran** completed Spurs scoring with **Dean Bragg** notching his second of the afternoon and a consolation third for the drivers.

Call Sign's men of the match for the Cab Trade were the DaC quartet of **Gary Micklewhite (R69)**, **Alan Martin (C19)**, **Roy Winterburn (W03)** and **Russell Hall (G44)**. **Trevor Aylott's** contribution could have made Chelsea regret they ever let him go, whilst former Charlton manager **Alan Curbishley** marshalled the

# Spurs Defeat Cab Trade

*And the kids get their Disney trip!*



Call Sign's Russell Hall with Spurs legend Martin Chivers



DaC's Alan Martin (C19)



Former QPR and now DaC - Gary Micklewhite talks to Spurs Gary Brooke (centre) and Trevor Putney (left)

midfield well! Ex-Chelsea star **John Bumpstead** also played well and could have scored twice had the luck gone with him.

But the crowd of some four hundred enjoyed the game and the match provided more funds for the Company of Hackney Carriage Drivers Magical Taxi tour taking sick

kids on their trip of a lifetime to the Disneyland Resort, Paris. So everybody won...

Thanks go to Phil Davis, Jim Rainbird (T25), Russell Hall (G44) and everyone who helped organise the day including KPM's Peter DaCosta, who sponsored the Cab Trade's shirts.

## Kings Cross and St Pancras: Taxi Pick Up and Set Down...

Taxis can stop to pick up or set down passengers (but not wait) on most of the roads in the Kings Cross area including red routes, but stopping is not allowed on the stretch of Euston Road eastbound in front of Kings Cross station. In order to minimise traffic congestion on the busy roads in this area, taxi drivers are urged to use the designated facilities for picking up and setting down and avoid stopping on the roadway if possible.

### Taxis can set down passengers at:

The taxi set-down area on the nearside at the start of York Way

The taxi rank on Kings Cross Bridge (between KX main line and Thameslink stations)

The forecourt of St Pancras station (but not in the first bays on the left, marked 'no taxis')

The set-down area by Kings Cross sub-urban station

### Taxis can wait to pick up passengers at:

The rank in Kings Cross station along-side Platform 1 (entrance and exit from York Way)

The taxi rank on Kings Cross Bridge (between Kings Cross main line and Thameslink stns)

The rank in the forecourt of St Pancras station

The old rank inside Kings Cross station has been replaced by a new rank in Pancras Road on the western side of KX station.

Transport for London and the London Borough of Camden employ camera enforcement in the area. Drivers are urged to ensure they comply with any relevant traffic regulations. It has been pointed out that Private hire vehicles cannot go south from Kings Cross sub-urban and St Pancras stations directly to Euston Road.

## COMPLAINTS RESULTS



A Complaints meeting was heard on 26 July 2006 with an Appeals meeting on 9 August 2006. The results are below...

*Rep = Reprimand... Susp = Suspension...*

Name/call sign	Nature of complaint	Sentence
William Frampton (P71)	Booking into S99 physical zone and accepting a trip when in Battersea <b>Rules: 2, 3, 5, 8, 14</b>	<b>2 weeks susp</b>
William Frampton (P71)	Booking into WW00 physical zone when on the M25 near Byfleet <b>Rules: 5, 14</b>	<b>2 weeks susp</b>
Nicholas Horton (F15)	Credit ride terminated by call centre but waited until meter reached £123 <b>Rules: 2, 5, 12</b>	<b>Warning + driver returned money</b>
James Cunningham (S88)	Booking into physical zone incorrectly and accepting a trip <b>Rules: 5, 14</b>	<b>1 wk susp</b>
James Cunningham (S88)	Booking into WW00 whilst on M4 <b>Rules: 5, 14</b>	<b>1 wk susp</b>
James Cunningham (S88)	Booking into WW00 whilst on M4 slip <b>Rules: 5, 14</b>	<b>1 wk susp</b>
James Cunningham (S88)	Booking into WW00 whilst on M25 <b>Rules: 5, 14</b>	<b>1 wk susp</b>
Fredrick Wilson (W21)	Not completing the minimum amount of account rides per month <b>Rules: 20, 28</b>	<b>Expelled</b>
Paul Aylett (S41)	Not completing the minimum amount of account rides per month <b>Rules: 20, 28</b>	<b>Expelled</b>

### APPEAL RESULT

Lee Williams (Y39)	Booking into physical zones whilst not within their boundaries / inputting incorrect info into data terminal <b>Rules: 5, 14 (x20 times)</b>
--------------------	---

**Original sentence: Expulsion on first 8 complaints**

**Appeal sentence: The BoM put all complaints together and reduced expulsion to 4 weeks**

## Superior 5 Bedroom Executive Villa in Orlando, Florida for rent

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**07951 130 154 or email at [dvd1304@aol.com](mailto:dvd1304@aol.com)**



Ex-DaC driver Bob Woodford writes a regular column for Call Sign from his new home at Languedoc in France...

## Call Sign En La Belle France

Some **Call Sign** readers will be seeing this having just returned from holidaying with us at **www.southof-francelets.com** and I know you all had a great time down here on the Med helping us to share the sun and the wine! One couple doubled up their vacation with a property search trip, with a purchase offer pending.

Well, it now gives us great pleasure to announce that **'House Hunters Herault'** have joined forces with **'Immobilier'** Cabinet de France sarl, a French company based in Glux and Glenne (up in the north of France) who are part of Group M3, a go ahead and successful immobilier with a nationwide coverage of agents. Together we have scheduled property shows in Belgium, Sweden and Britain,



with a strong possibility of one in Dublin or Belfast for the very near future

We felt that we were somewhat restricted by our operating procedures as they were, but now we are able to offer our clients a far superior service with many more properties available, not just here in the south of

France, but nationwide!

Go to **www.immobobilier-herault.com** to see what is on offer.

By the way, September and October in these parts can also be warm and sunny - come and have a short break, maybe check out the property scene for that dream holiday home - there are still loads of bargains to be had, including around the Minervois and Corbieres areas nearby - readers of the *Da Vinci Code* and *Labyrinth* may be interested in looking up the *Holy Grail*!

Jusqu'au mois prochain...!

**Bob Woodford (Ex-P49)**  
**Saint Genies de Fontedit,**  
**Languedoc, France**

## TAXI DRIVER OF THE YEAR DINNER AND DANCE

*The Taxi Driver of the Year Charity Fund is presenting their annual  
Dinner Dance on Saturday 2 December 2006.*

The 34th Taxi Driver of the Year Dinner and Dance, will be held at The International Hotel, Marsh Wall, London, E14. Reception is at 6.15pm and Dinner at 6.45pm with tickets costing just £59 each!

There are free drinks at the reception, an excellent 4-course meal, a half bottle of wine per person and of course dancing till late to a live band.

This is always one of the great nights out of the year, so come along and enjoy the good food and great entertainment. It will prove to be an enjoyable and memorable occasion for all. And of course, with your support the Taxi Driver of the Year Charity Fund is able to give substantial donations to the taxi trade charities that support them.

**Russell Poluck MBE (T55)**

*Complete and return form (please print) to:*  
**Russell Poluck MBE, Hon Chairman**  
**5 St Brides Avenue, Edgware Middlesex HA8 6BT**

*Make cheques out to T.D.Y.C.F*  
*RSVP by 12 November*

Name.....

Title.....

Company (if applicable).....

Address.....

Tel no.....

Email address.....

Number of tickets.....

Dietary req: Veg.....Fish.....Meat.....

For further information contact Russell Poluck on 07850 056 765 or tel/fax 020 8952 1357  
*The Taxi Driver of the Year charity fund is registered with the Charities Commission no 1000761*

## DAC ONE OF LTBAWD GOLF SPONSORS

Along with the LTDA, Westminster Insurance, Doug Sherry and RTG, Dial-a-Cab helped sponsor the inaugural London Taxi Benevolent Association for War Disabled annual golf tournament that was held on 3 July at The Woolston Hall Manor Golf Club. Played in glorious sunshine, the 40 players were organised into teams of four going round a course that everyone agreed had been very demanding.

The tournament winner was Barry Rowan, followed in second place by Frank Rowland with Stewart Bill in third.

LTBAWD Chairman, Mike Calvey (B95) told **Call Sign**:

"We were very pleased with the way this first tournament went and we'd like to thank everyone who entered and all those who helped sponsor it. Most of all, I'd like to thank John Rowland for the tremendous amount of hard work he put in and of course the LTBAWD committee who all helped make the event a success. We hope this tournament will now become a yearly event."

## MAILSHOT

**Either write to Call Sign at Brunswick House or email us at - callsignmag@aol.com**

### Jean Martin: Tribute to a brave lady...

*Dear Tom and everyone at Dial-a-Cab,*

You can imagine how delighted and surprised I was yesterday when the flowers arrived at the hospice. They are really beautiful!

Unfortunately my prognosis is not good, but like many others we have to fight on. The hospice is in a beautiful part of Hertfordshire and the care is unbelievable, so I am truly lucky. My only worry is Roy (R42) who like most cabbies give out the signs of being "toughies" - when they are really soft at heart.

Once again thank you for the beautiful flowers. God bless you all and please send up a prayer for me.

**Jean Martin (Mrs R42)**

**The above letter was written by Jean Martin just 11 days before her brave three-year battle against cancer ended and she passed away. What can you say about someone who has so obviously accepted that her life is coming to an end, yet whose only concern is how her husband will cope?**

**Although I never met Jean, I had spoken to her a few times in the early part of the decade when husband Roy was battling to help many DaC drivers beat their unjustified PCNs in Southwark. He claimed they were not being put on vehicles correctly and soon after, the Evening Standard took up the battle and proved Roy to be correct. Not once did Jean even hint that my phoning Roy at home about parking tickets was even a mild inconvenience!**

**Nothing we write here will make you feel any better, Roy, but your wife's letter shows that she was one brave lady and if there is somewhere else to go after this life, then she deserves somewhere nice ...Ed**

### Looking back ...and forward?

It is now coming up to 5 years since I gave up my W21 call sign at Dial-a-Cab and completed my last taxi fare (apart, that is, from the mandatory minimum required trips necessary to qualify for the three yearly bill signing ritual), which of course was an account job off E14C. As you know, taxi drivers who leave the trade are generally reluctant to give up their badge as one can never be sure of the future and whether you may ever need to return to taxi driving. That was all very well when the licence fee was 15p, but I have just received an "invitation" from the PCO to renew at £285 including the CRO check. Of course there have been several increases between 15p and £285, but I have never thought to question why the PCO have increased the fee so much? My immediate

thought was to ask the PCO directly, so I emailed them and still await a reply.

I assumed this subject would already have been discussed previously by taxi drivers and hoped you might be able to point me in the direction of a *Call Sign* back issue I could read on-line. It seems to me that when the PCO was controlled by the Metropolitan Police, the 15p Licence fee didn't really cover that much and the PCO was funded directly or indirectly from central Government. Now that the PCO has been taken over by Transport for London, I would imagine they too are still funded directly or indirectly by central Government. So, I wonder how they - TFL - calculate the price of the taxi driver's licence? It doesn't look to me like 15p = % of x therefore x divided by % = what the taxi drivers licence should cost. Bear in mind that I've been gone from London for 5 years, but it also appears to me that TFL has another stream of income - the congestion charge which TFL seem able to increase and extend at will. By their own admission, this charge is levied to deter vehicles coming into London and also generate revenue. Clearly a conflict of interest!

This begs the question; if TFL have to charge taxi drivers £285 for a licence which has previously cost 15p, is the taxi driver's licence fee also a source of revenue and ultimately what is this combined revenue being spent on, if not the actual transport in London?

So I wonder if it is worth keeping my badge? Passing the Knowledge was such a massive achievement - 4 years while holding down a full time job - I would be traumatised at the thought of having to go through that again aged 50 plus, but on the other hand it's £285 this year and increasing and there are attendant medical examinations to pay for plus the CRO fee and the CRO will increase their fees independently. Decisions, decisions!

**Robert Blake (ex-W21)**

**Eastbourne, East Sussex**

**Don't give your badge up, Robert. You are quite right, the cost is ridiculous but should you ever go back to driving a cab, you can always work the few extra days to get your outlay back. In the meantime I have sent you a copy of a *Call Sign* article from April 2000 called Lower Taxi Fees ...Ed**

### SatNavs and the Call Sign Ed

I'm emailing you in response to your article in the July issue of *Call Sign* on SatNavs. To say I was astounded would be an understatement. I even had to check the front cover to make sure it was the July and not April 1<sup>st</sup> issue! I think the first question that must be asked is whether this was a *bone fide* taxi driver and member of Dial-a-Cab or someone who may have been using a member's taxi who doesn't work weekends? I really cannot believe that any other scenario could explain why your driver took such a circuitous route to get to Brunswick Place N1.

Why would any driver on London's, if not Europe's premier radio taxi circuit rely on SatNav to get a passenger from A to B when they have spent in excess of three years plus on the Knowledge of London? Maybe, if the driver is a bone fide member of Dial-a-Cab, he might like to explain in the pages of *Call Sign* why he works in a manner no better than a minicab driver? I'd also like to ask the Board of Management if they think it is right and proper that a driver - or drivers for that matter - are taking our high powered clients around in such a fashion? We do not allow drivers on this circuit to have liveried taxis, so how about we do not allow drivers to have SatNavs in their cabs? Harsh? I actually do not think so and if any member can give good reason why a driver should need a SatNav in London and its environs, then I would be very interested to hear what they have to say. Park Lane, Blandford Street, Portland Place, Euston Road? Come on, Alan, even in the worst case scenario, would any taxi driver - let alone one on Dial-a-Cab - take such a route to the City from Victoria SW1? And at that time of the evening, more reason to take a leisurely drive round by the river. *East to west, Embankment's best* was the old adage when I was on the Knowledge and in almost every case, that is probably still true today. Harsher still perhaps, should the driver not answer a complaint as to why when on Dial-a-Cab business, he wants to emulate our "esteemed colleagues" in the private hire section... not!

I will look forward to the next issue of *Call Sign* to hear what said driver may have to say in reply, but by then he may have left Dial-a-Cab after being head hunted by one of the private hire companies who are always willing to take on drivers who don't know where they're going!

**John Fisher (C45)**

**As I said in the last issue, John, I did check and I'm happy that the driver was one of ours. I can only assume that because he was new and would not have yet seen *Call Sign*, that when he saw Dial-a-Cab on his terminal, he was afraid of giving a bad impression as he obviously didn't know Brunswick Place (as many non-radio drivers wouldn't). That isn't an excuse, but a possible reason. Following the comments I've had about him, I am going to try to get him to explain why he uses his SatNav instead of the Knowledge or was it a one-off. If he agrees, it will have to be under anonymity ...Ed**

### Legal matters...

I'd like to congratulate **Field Fisher Waterhouse** on their excellent victory for a widow over the Motor Insurers' Bureau, as reported in the August *Call Sign*. This case





# MAILSHOT

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hasn't yet reached the legal press - I read it first in *Call Sign* - but it surely will soon.

I imagine that a widow or widower of a passenger who knowingly accepted a lift with a drunk driver would be in the same position; that is, so long as the bereaved didn't know that the driver was drunk, they can collect their damages even though the deceased DID know and would have no right to compensation if they had lived. As a claimant lawyer, I take off my wig to the lawyer who thought of this excellent challenge to the MIB. As a sober driver, though, who pays for insurance, I'm not so thrilled. All MIB awards are paid for by those of us who buy insurance and every award against an uninsured or untraced driver pushes our premiums up. It is right that the MIB tries to protect its funds by refusing awards to people who knowingly ride with the uninsured. I'm sure the next version of the MIB agreements will close this loophole. But in the meantime, if you do accept a lift from a driver with no insurance and he wraps you around a tree, I guess the moral is to be sure to die - only then will there be a payout!

**Hope Liebersohn**

**Solicitor, Glenisters**

**A solicitor with morals. Who'd have thought it possible! ...Ed**

## Another Power Pill convert...

I would like to let other drivers know of my experience with the UBee Power Pill. I started using it almost 11 months ago and like everyone else was sceptical at first, but I must confess that all I had read about it was true. The smoky TXII no longer smoked - and more importantly from a financial point of view, I began getting more miles per gallon. About one month ago, the initial 10 packs I bought ran out so I thought I would try driving around for a month without the Power Pill to see if it made any difference. And boy what a difference it made! Since using the Power Pill, I had been getting around 300 miles per tank, but during the month without Power Pill my miles per tank has dropped to around 240. Also the black smoke has begun to reappear. This is especially noticeable on my way into work travelling up the steep hill on the M20...and quite frankly, it's embarrassing to be driving around in a 2-year old cab with black smoke pouring out the back! I have just re-ordered my next 10 packs of Power Pills to keep me going until well into 2007. I just thought other drivers would like to know that almost a year down the line, I am still a convert...

**Larry Hays (F06)**

**I'm happy to put these letters in and other articles elsewhere for one reason... Power Pill works! I've spoken to two drivers who say it did nothing for them, but I've also spoken to many who say it is amazing ...Ed**

## Jack Taylor

We enjoy reading *Call Sign* and it is always a welcome arrival with my mail, but surely, the cabdrivers are getting so much younger!

Opening the August issue, one of my sons couldn't believe the coincidence and when he showed it to me and I read *Flashback* with tears in my eyes. There was my Jack as the Sales Executive dressed as only Jack Taylor would. Can you imagine a Sales Executive dressed like that today!

The coincidence was that the family had just been to the cemetery as it was the 18th year since Jack had passed away (19 July 1985)! I feel sure that Jack would have liked the thought that the mentioning of him at this time meant that Dial-a-Cab were keeping him in mind.

**Edna Taylor**

**Barkingside, Essex**

**Jack Taylor was on the BoM for over 20 years including 5 years as Chairman. It's hard to believe that it's 18 years since he died and yes, the coincidence is rather an eerie experience ...Ed**

## The Old Testament and shorts!

As I believe it says in the Old Testament: *Whisper it not in Ashkalon, shout it not in Gath*, but it appears that DaC drivers were spotted during the July heatwave wearing - horror of horrors - shorts and sandals...yuk! And this while the temperature in the front of their cabs was only just over 100°F.

Meanwhile, an account customer was so shocked by the sight of this bare flesh that he was forced to take time off from the boring business of making money to send an email of complaint (**Keith Cain, August Call Sign**).

Perhaps you can clarify one thing: Were the sender / receiver of said email sitting comfortably in an air-conditioned office at the time? I'd just like to sort that point out...

**Geoff Levene (K43)**

**Dare I admit it, Geoff? On two weekends, I went out with shorts on but following comments about my legs, stayed covered during weekday working! But you can probably guess as well as I that it wasn't so much driver's shorts the complaint was about, as the general attire of some drivers hanging around in the - yes - air conditioned client's receptions! I wore a short sleeved shirt with my shorts and don't think I looked too bad - ok, except for my pale legs! But there were drivers out there with brief shorts and sleeveless vests and as tempting as that is, it doesn't promote much of an image in the marbled halls of JPMorgan, Deutsche Bank and Clifford Chance etc. Geoff, I know there are some out there who will just say that I am passing on the BoM view, but everything I write in this magazine is my view and I think it's important at a time when we are fighting for our existence, that we realise**

**there are alternatives out there to us and if you are sweltering in the front of the cab, the chances are that the passenger is too and he probably has a suit on! Is it possibly that next time it's hot and he wants a cab, he might phone a PH company whose cars are air-con front and back? So should we also dress like schlocks to make certain they go to a people carrier next time it's hot? And what if they like it and don't want to come back? You've had your view, Geoff and now I've had mine.**

**For added info at no extra cost; Ashkalon was one of the five Philistine city-states and a seaport in the southern coastal plain of Eretz Israel, whereas Gath, another of the Philistine city-states, became famous as being the home of Goliath (he who battled and lost to David). Why you shouldn't shout? Dunno, perhaps it was too hot! ...Ed**

## And more on a "dress code..."

Once again the question of "dress code" rears its prejudicial head! Whilst I agree in principal that a driver should dress him / herself with pride, I object to any client dictating to me or any other driver what I should wear! You gets what you pays for; hiring a posh Merc with powerful air-con to do your ground transportation ensures a 'suited and booted' driver, but no privacy to the 2 or 3 passengers who might wish to discuss business on their journey. The lone passenger who needs to speak on his mobile phone throughout the trip will have his conversation overheard by the chauffeur.

With a London Taxi, the passenger may switch off the intercom, close the partition and ensure some privacy. The driver will know where you are going and speak English should you wish to engage him / her in conversation during the trip.

There is nothing wrong with short-sleeved shirts, short-legged trousers and open sandals. The temperatures recorded in my cab during this recent heat wave often exceeded 100°F with the air-con switched off and to be attired in a more formal style in those conditions would not have enhanced my ability to perform my duties at my normal high level of efficiency. The way a person dresses reflects their individual attitude and self-respect.

**David Kupler (Y74)**

**I agree with you David. It isn't the shorts, it's what goes with it and how it is worn. As for your privacy / air-con comment, my concern is that in temperatures of 100°F, passengers might decide to forgo the privacy in favour of comfort and we then have to rely on them**



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returning when the weather is colder.

**I could have passed both the above to a Board member, but you know what the response would be. I am answering not as an editor, but as another taxi driver ...Ed**

## DaC info...?

If possible, could you publish in a future issue of *Call Sign* the relevant phone numbers, extensions and possibly email addresses at Brunswick House and any other information that would be of interest to us.

**Lewis Shurlin (R13)**

**The main switchboard number is the only one you need (0207 251 0581) and then just ask for who you want. Imagine if 20 drivers were all trying to get Tom Whitbread direct at the same time in response to a complaint query! As for email addresses, Allen Togwell and Allan Evans both give theirs at the end of their articles and you wouldn't need to be Brain of Britain to work out the pattern! However, I will ask those above me how they would feel about extensions etc...Ed**

## Thank you LTFUC drivers...

We just wanted to pass on a huge thank you for the wonderful day out we had on your Southend outing. It was fantastic and the organisation quite incredible. Please convey our gratitude and thanks to not only all those lovely people who were there every step of the way, but to the taxi drivers who so willingly gave up their time to make sure our children had the time of their lives. There are so many sets of people to thank really. From the police escort who do an amazing job and made us feel so safe to the RAC – just in case! Then there was the hotel that so willingly served us with well-needed refreshments and provided even more well-needed toilet facilities and the staff at the Cliffs Pavilion, who really did a fantastic job with so many people coming in and out at odd times! Great food and venue! But not forgetting too, the very generous 'Taxidriver's' Fund for Underprivileged Children, without whom we would not have had the fortune to experience such a memorable day out!

Our son Robert attends the Joseph Clark School for the Blind in Walthamstow through which he has been invited to not only this outing, but the Christmas Party held at the Grosvenor House in Park Lane. Each time we accompanied him and have been quite literally bowled over by your generosity and the genuine love shown to so many wonderful children.

Thank you does not seem enough, but the picture of happiness on the children's faces probably says so much more. Best wishes to you all.

**Marie and Ray King  
London E17**

## Queuing a pleasure!

Recently, on a nice warm, pleasant summer evening, my leisurely cruise along the Southend seafront came to a halt behind a queue of cars. Irritating, but not the end of the world. With a nice refreshingly cool breeze blowing in across the sea, the annoyance of the queue seemed to disappear. A posse of police motorcycles approached from the opposite lane, followed closely by a parade of London taxicabs festooned with balloons and loads of horns sounding. Each cab in turn passed by me, their "fares" being youngsters on a day out from London peering out of the cab windows. Some smiling, some laughing, some excited, some waving shyly and a few not certain of what they should do. I returned the horn blowing and hand waving to the passing cavalcade, hopefully adding a smile or two to these youngsters. As the last cab passed by and my leisurely cruise continued, I reflected that it was one of the few occasions when I had enjoyed being in a queue. Thanks to those youngsters and hats off to those cab drivers.

**Peter Allen**

**Royston Avenue, Southend**

**Not content with just being held up, Mr Allen also sent a donation to the Fund! ...Ed**

## Cab trade liaison officers for Camden?

Camden Council still does not appear to have heeded the legitimate call from our trade to let up on their resolute – and it appears at times – quite arbitrary distribution of PCN notices to me and my fellow London Cabbies. Contrary to what many believe in our trade, we do have quite substantial influence on events that affect us and we should use these to our mutual advantage.

I for one have had enough; Camden has now, for me, become the only London Borough I do not purchase food, diesel or stop in for any length of time. This is a sad state of affairs and has arisen because of the complete ineptitude and lack of fair-mindedness (understanding) as to how London taxi drivers actually have to work under the new traffic enforcement powers granted to many London Boroughs, including Camden. I do not normally advocate boycotts or confrontation of any kind and as a goodwill gesture, perhaps we should extend in the form of an olive branch, a solution? This could be the permanent appointment of a taxi liaison officer(s) for cab trade affairs? They could be used to provide impartial and dispassionate advice to the boroughs and to help alleviate many of the problems the trade has at present. I would put myself forward...

**David Baker (D22)**

**I think it's a great idea, David. However, the problem as I see it is that we could end up with the situation this trade had**

**in the 70s and 80s, where the two main taxi trade organisations of the time lost vision on what they should be doing and concentrated more on putting the other organisation down. We currently have the LTDA and ICDC involved with Camden and whilst far from perfect, independent individuals on committees could be working in an opposite direction to the two trade organisations. I would arrange to speak to the LTDA's Bob Oddy first to find out the current state of play and then, if you think the idea still viable, to Camden Council. I have to say that my experience of dealing with Camden (mainly regarding PCNs and with the previous administration) doesn't bode well for them to agree to anything that makes our life easier, but you never know ...Ed**

## To hear or not to hear?

Re Stanley Frankel's letter in the August *Call Sign*, can you please tell him that I am still waiting for an answer from LTI to my most important question – why the hearing loop does not extend to the driver's compartment of the cab?

After driving a cab for 37 years, I have lost some of my hearing due to the sound of the engine and poor soundproofing that is put into cabs. I drive a TX1 and at least I can listen at the partition window to what a passenger is saying to me.

One of the reasons I will not buy a TXII is because there is no opening in the partition, so how does one hear a passenger in a wheelchair giving directions when the intercom microphone is fitted to the back side windows? LTI need *Call Sign*, so when are they going to answer the question?

**Bernie Silver (G08)**

**Richard Daniels, LTI Government Affairs Manager, replies: Currently, the induction loop is in parallel with the rear speaker. Any occupant in the rear of the vehicle wearing a hearing aid can hear sound either from the speaker or switch to the T position and hear it from the loop. However, the design will not allow us to extend the rear loop into the front area of the vehicle as the driver will only hear his voice when he sets his hearing aid to the T position.**

**There are two options to allow a disabled passenger to communicate with the driver. Firstly, a second T loop could be fitted into the front compartment of the vehicle – although this would require a redesign of the amplifier. To do this, LTI would have to manufacture a bespoke CCU and would assist the supplying dealer with instructions on how to fit the relevant parts, however we do not currently**





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have lead times or costs to carry out this modification.

The second solution, which has been previously carried out by dealer networks, would fit a speaker to the top cant rail in close proximity to the driver's head, which may be worth consideration by Mr Silver. LTI will be happy to direct Mr Silver to a dealer who has previously carried out this alteration.

With regard to the positioning of the microphones in the rear, LTI Vehicles is currently investigating the feasibility of alternative locations without affecting the performance of the intercom.

## Thank you for the work...

I would like to congratulate the whole Board of Management - and indeed all the team behind the Board - for our recent successes in capturing some very large blue chip companies for Dial-a-Cab. In all my years on radio, I have never found working so pleasurable with such a large amount of quality work available. I left Mountview 13 years ago and whilst it was a pleasant place to work, the work was never as fruitful or indeed as profitable as DaC is now. Other than Spurs winning the Premiership, I couldn't be more delighted...

**Tony Hizer (E63)**

**You've blown that one Tony! I was just about to pass your comments onto Brian Rice when you brought Spurs into the argument! ...Ed**

## And to M&O...!

We are always rightly ready to criticise bad service, but by the same token should also be ready to offer praise when the service is good. So I would like to thank M&O for what I consider to be excellent service. My timing chain went in late July causing substantial engine damage. Regardless of why it should go on a newish cab, the fact is that it did go and I took it to M&O under the warrantee. It took just under a week to repair, during which time I had the use of a brand new taxi. When I picked up my own cab, they didn't even charge me for the oil put in! That is good customer service and for that I thank them.

**Laurie Shapiro (H62)**

**Call Sign is always ready to publish criticism sent in by drivers, but it is a fact that we are much quicker to criticise than to praise. Human nature I suppose ...Ed**

## Goodbye Roy...

In catching up with some reading, I noticed in the July *Call Sign* your kind comments about my retirement. I shall miss all the trials and tribulations of the cab trade, but more particularly the people who make up the trade. Whilst I suspect there are fewer true 'characters' than there were in the past, some still remain and there are many who I have enjoyed working with.

Even where there have been different points of view and disagreements, the individuals have been great people to work with - and I include you among them. This has been the best job I have ever had. It has not always been easy, but it has been most rewarding. Thank you Alan.

**Roy Ellis**

**Head of the Public Carriage Office**

**My sentiments to you were sincere, Roy. I don't suppose you will ever admit it (unless you intend writing a book ... and that's one I'd pay for!) but I suspect that most of the more unpopular decisions this trade has faced over the past few years have come from outside Penton Street and closer to City Hall. I wish you a happy retirement ...Ed**

## And goodbye Roy!

I'd like to thank Brian Rice for his letter and the kind sentiments expressed. I have indeed been proud to serve as a driver on ODRS for 36 years. I have numerous memories and tales - some happy, some

sad - but all cherished. My wife and I send our thanks and best wishes to all the Board of Management and staff for the beautiful bouquet of flowers and bottle of Champagne, both of which were enjoyed at our leisure.

It only remains to wish the Board, Staff and Drivers continued success and good health for the future.

**Roy Webb (ex-D42)**

**And our best wishes to you Roy for a long and happy retirement ...Ed**

## Doreen doing well...

I would like through *Call Sign* to thank all the drivers who have asked after my wife Doreen - usually in traffic and getting a very quick reply! She was given the all clear for her cancer in July and now starts the road back to full strength. She has the common side effect of numbness / pins and needles in her feet, which makes walking and getting shoes to fit a real problem. This can last for up to a year! Her rheumatoid arthritis also continues to cause problems and she now awaits a new drug that currently needs funding, but which should take the pain and swelling away, making life more bearable. I am sure that there many members / wives with this problem and I will let you know how she gets on and perhaps they can then get this relief as well.

There are many drivers who have had to go through the sort of problems we've had in the past year and we fully realise just how much it takes out of both parties. So we thank you for your support and just to let you know that my cab is not sold yet and available on 16 October - a one year old red, *Gold* model with around 17,000 miles on the clock. Details are on the office notice board or phone me on 07816 002 772 .

**Martin Freeborn (C67)**

**As one of many on Martin's text messaging "update" service, I am also delighted to hear the good news! ...Ed**

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