

**London Vintage Taxi Association  
Vehicle Registrar's Report  
AGM October 2022**

I've been running the register for a year now, and have got to grips with it's ins and outs, there are still a few glitches with the system, three or four records that refuse to be edited, a couple that keep replicating themselves, and the inability to delete erroneous records, but I'm finding ways around these.

At time of writing we have a total of 1125 taxis on record, (not counting duplicated and undeletable errors) 369 of them belonging to current members. Quite a few also belong to lapsed and former members. Over the past year the details of several cabs that had been wrongly entered have been corrected. Only the other day a vehicle entered by a member as an LTI FX4 was, in fact, discovered to be a 1993 Fairway. This appears to be a problem that occurs when new members enter the details of the cabs themselves, also they are unable to check whether their taxi is already on the register, so they frequently create a duplicate entry. I will discuss with Stephen the best way to try and prevent this from happening in future.

The cabs on record are broken down by marque in the table below.

Asquith	1
Austin	379
Beardmore	80
Bersey	1
Carbodies	351
Citroen	2
London Coach Co	4
LTI	106
Lucas	1
Metrocab	19
Morris	5
Nuffield	8
Panhard	1
Regent	8
Renault	2
Unic	4
Winchester	153
<b><u>Total Cabs</u></b>	<b><u>1125</u></b>

Of the 1125 on record, about 400 are still on the road (here and abroad) and another 200 or so are SORN, the rest are either untaxed, or simply historical records. About 275 of the cabs are no longer registered with DVLA. It's been about six months since I last categorised the status of each cab, it's a very time consuming task, so these figures aren't completely up to date. Next time I do it, it will be slightly easier, as I will have the previous list as a starting point.

There has been much correspondence regarding the number of Winchesters, nobody knows how many were actually made in the first place. Roy Ellis had 144 listed, and Carl Lemon provided a list of 154, (one of which had no reg no or chassis number) but there is no conclusive proof for the existence of some of the cabs, and Carl's list has been padded out with probable reg numbers to fill gaps. Some of these cabs will certainly have existed, but whether they all did is anybody's guess. I've kept the full list, out of interest, but am treating it with a pinch of salt.

The Flickr account is running nicely, we now have well over 2000 photos uploaded, and separated into albums of about 370 cabs plus a few odd albums, they're linked to the Crossmember entry for the cab in question (where we have it registered) and it's a great help to be able to click directly to images of a cab from within Crossmember. I look forward to adding more photographs.

I attach, on the following page, a breakdown by model of the cabs owned by current members. The numbers from Roy's list for last year are alongside for comparison. You'll notice an increase, particularly in Fairways and the older Austins, several of these had previously been listed as LTI, and after checking with DVLA all of these have now been put in their rightful categories. Some of the new additions have come from new members, and some from existing members who have provided the details of previously unregistered cabs. Some have fallen off this list as members have left or lapsed, but we still have the details of those cabs on record.

In my last report I mentioned looking into a way of backing up all the info we have gathered in case of Crossmember meltdown, the vintage hearse club recently lost all their data, apparently, and we don't want that to happen to us. I've now sorted this out, and have started work on the backup. It'll take a while to collate all the notes, but once it's done shouldn't take much work to maintain, and the backup can be stored on a flash drive. I'll keep you posted with my progress.

Carrie Aucott  
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