

## 'I WANT TO BREAK FREE' VOTED TOP DRIVING TUNE

Hands up those who remember mix tapes, Dallas and Rubik's cubes? If you do, then make sure you take a trip down memory lane with HPI's ultimate 80's Drive Time Top Ten. The latest survey from vehicle information experts, HPI, reveals that Queen and Soft Cell top the UK's favourite classic driving tracks of that time.

"The untimely passing of Michael Jackson and a revival of all things 80s, from fashion to television has got us reminiscing over the classic songs of this era.

Our latest survey gives motorists a chance to indulge in a bit of nostalgia," says Nicola Johnson, HPI's Consumer Services Manager. "It seems that

traffic jams could be behind the choice, with Queen's "I want to break free" taking the number one spot in our top ten 80s driving tracks. Dance floor fillers "Tainted Love" by Soft Cell and Michael Jackson's "Billie Jean" came in second and third respectively.

"Our survey shows that UK motorists love a bit of anthem rock when they're behind the wheel, as "Eye of the Tiger" by Survivor sneaks in at number four.

Courting controversy at the time, Frankie Goes to Hollywood's "Relax" is still popular with 80s kids, taking the number five spot. No 80s top ten would be complete without A-ha, U2 or the Police, who all feature in the chart with party favourite, "Come on Eileen" sneaking in at number 10."

### HPI'S ULTIMATE 80s DRIVE-TIME COMPILATION

Queen "I Want to Break Free"  
Soft Cell "Tainted Love"  
Michael Jackson "Billie Jean"  
Survivor "Eye of the Tiger"  
Frankie Goes to Hollywood "Relax"  
U2 "With or Without You"  
A-Ha "Take on Me"  
Ultravox "Vienna"  
Police "Don't Stand so Close to Me"  
Dexy's Midnight Runners "Come on Eileen"

## ECO-ADVENTURER SETS OFF FOR "RUBBISH" EXPEDITION AROUND THE WORLD

Andy Pag, aged 34, from London, is the eco-adventurer who drove a chocolate powered lorry to Timbuktu using waste cocoa butter and organised the Grease to Greece Rally where teams had to scavenge chip-fat to power their vehicles across Europe. He is now driving around the world on an eco-expedition best described as ... Rubbish! Andy was waved off from the windmill on Wimbledon Common on 12th September by well wishers and Wombles. Regular updates are posted on the expedition website, [www.biotruckexpedition.org](http://www.biotruckexpedition.org) where followers can track the expedition's progress. By 17th October, he had reached Asia, crossing the Istanbul Straits to the Asian side. "Crossing the Bosphorus is a real milestone. I'm actually quite relieved to have made it this far, but it's only going to get tougher to find used cooking oil to fuel the bus from here on." said Pag. Since leaving London on 19th September, the bus has covered 5000km through France, Switzerland, Italy, Croatia, the Balkans and Greece to reach Turkey. In that time Pag has collected over 500 litres of chip fat and biodiesel made from used cooking oil to put in his tank.

The scrap yard school bus is state of the art eco-home using a mix of reclaimed trash and cutting edge green technology. Not only is the 20 year old "Biotruck" made from rubbish, but it also runs on rubbish too, specifically used cooking oil thrown away by restaurants and caterers. The first fill up was at Uptown Oils in London who produce fuel from locally collected used cooking oil. Some black cab drivers are already using fuel from Uptown to run their taxis. "By 2050 the experts say we'll each have to be emitting less than 2 tonnes of CO2 per year to avoid the worst effects of manmade climate change," says Andy. "In the UK we currently emit around 10-13tonnes. I'm curious to see what people in other countries are doing about their footprint, and to see if it's possible to travel around the world emitting less than 2 tonnes myself, by using energy-from-waste and other technology."

When full, the Biotruck has a range of around 5000miles (8000km), but Andy intends to keep the tank topped up during the 12 month journey from chip shops



and burger bars along the route through Europe, the Middle East, South East Asia and the Americas, with the help of an on board Zuwa collection pump, Greenfuel tanks and an Oilybits filtering system. The expedition's CO2 is being monitored by consultants Terra-Ambiente and onboard the Biotruck every effort has been made to avoid fossil fuels. Cooking is on a woodgas stove, washing is with water heated by the sun, lighting is by ultra low energy LED bulbs from the Good Energy Shop, sleeping is on an Abaca organic mattress, and the call of nature is answered on a Separett waterless composting toilet.

To get the most of every drop of fuel, Pag has fitted EcoVolt solar panels on the roof which power a Magdrive hydrogen generator, supplementing fuel with Hydrogen gas so that on sunny days the Biotruck will cover more miles per gallon. Total Vehicle Technology have serviced the engine and installed a Clean Diesel Technology Particulate Filter which reduces the exhaust emissions to that of a vehicle 1/10th its age.

## GET SMART AND FIGHT BACK!

If you look through the ads in the private hire magazines for London or trawl on line, there are lots of ads looking for PCO registered drivers. For the taxi trade, becoming a driver is a much longer task, with the KoL being a tough challenge. But the differences between the two trades mean that those clients looking for ground transportation have a choice and for some of the corporate clients this choice is made easier by several factors. Cost of course is paramount on the list today as the credit crunch continues to bite. But sadly it is also true to say that the corporate sector also look at other factors and time and again the radio circuits are told when they go to pitch for work that the ph drivers are mainly collar and tie drivers. Whilst there are some drivers in the cab trade who always turn out smartly, some do not and this creates a bad image for the cab trade.

So why not fight back? Particularly out at the airport, where the taxi driver is often the first person seen representing Great Britain, a "uniform" approach with smart polo shirts and jackets will make an impression. But, say drivers, how do we get a "uniform"? Those drivers on radio circuits have the opportunity to have branded clothing, but in an effort to make it even easier for drivers, there will soon be an opportunity to get polo shirts and jackets, in smart racing car green, complete with individual radio circuit logos at a very competitive rate.

And it's not just radio circuits helping to portray a 'uniform image'. The Worshipful Company of Hackney Carriage Drivers is also backing the initiative. The benefit of something as simple as a smart green polo shirt is that anyone within the taxi trade can adopt the look with their own logos if they choose.

It's not a shirt and tie, but it's a good place to start. The London taxi trade prides itself on being the best, we should more effort to look like we're the best.