

STRICTLY CONFIDENTIAL

For Departmental use only - Not to be published

CROWN COPYRIGHT RESERVED



**NOTES ON SMUGGLING
BY MEANS OF MOTOR CARS
AND ITS DETECTION**

C O N T E N T S

<u>Paragraph</u>		<u>Page</u>
1.	Introductory remarks.	1
2.	General.	1
3.	Car Documents.	2
4.	Carriers.	4
5.	Rummage of cars.	4
6.	Concealments in doors.	8
7.	False floorings.	9
8.	Cavities between chassis bearers.	10
9.	Air filters.	11
10.	Concealments in tyres.	12
11.	Heating equipment.	12
12.	Batteries.	12
13.	Roofing.	12
14.	Tools, number plates and bumpers.	12

APPENDIX:-

Illustrations and details of concealments that have been detected by Waterguard officers.	13
---	----

NOTE:- As there has been a high incident of smuggling in motor cars during recent years this book has been compiled for the guidance of Waterguard officers, especially those who may be unfamiliar in dealing with motor vehicles.

The book is not intended for general issue as an instruction book but every Waterguard officer should be given an opportunity of perusing it.

Each copy is to be stamped with the Divisional stamp. A record, including serial number of books, is to be kept by Waterguard Superintendents of issues made, a receipt being taken for each copy issued. Any officer holding a copy for personal perusal is liable to be called upon to produce it and return it to stock at the end of a reasonable period.

A copy may be kept on each station where imported or exported cars are dealt with by Waterguard officers.

Office of Inspector General of Waterguard,

London.

Feb./1952.

1. INTRODUCTORY REMARKS. In many instances motor cars have been used by highly organised groups of smugglers who have employed skilled workmen - welders, panel-beaters, paint-sprayers, upholsterers and mechanics - to construct places of concealment in the cars. The concealments have been ingeniously devised.

It falls to us to match their ingenuity in construction and adaptation by the acquisition of technical knowledge, which will assist in defeating this method of smuggling.

2. GENERAL. Known cases of smuggling by the use of specially constructed compartments in motor cars have, as far as is known, been confined mainly to large scale watch smuggling through the Channel ports.

Arrangements are in force at these ports to combat the traffic by the employment of special motor car crews. From information obtained from car documents, passports ~~of cars~~, and that received from the Investigation Branch and Office of the I.G.W., these crews select certain cars for investigation and, dependant upon the result of the investigation, for intensive rummage.

Cars whose documents or known history show that they merit special attention are therefore immediately segregated from the probable large number of vehicles that await clearance.

Unusual or suspicious circumstances which may come to the notice of officers clearing other cars are also referred to the special crew for their information, investigation, or search of the car.

The specially adapted motor car has proved to be a successful medium for large scale smuggling of watches. It can, of course, be used for other dutiable, restricted, or prohibited goods.

Bearing this in mind, the possibility of such cars being used on routes other than through the Channel ports cannot be overlooked. Officers at all ports should be constantly aware of this fact when dealing with cars departing for and arriving from foreign.

3. CAR DOCUMENTS. In the examination of cars the Carnet supplies information which may often give an indication as to whether a particular car is being used for smuggling. The Carnet is a document particular to each individual car and it is used to import or export the vehicle in the various countries it may visit. It is available at the time of importation from the R.A.C. or A.A. Port officials or the Landing Officer.

The Carnet gives the following particulars:-

Name and address of owner
Value of car
Weight of car
Chassis number
Engine number
Horse power
Type of car, i.e., coupe, saloon, etc.
Details of journeys made by the car on that particular Carnet, i.e., date of entry into and exit from each country visited.

Experience gained at the Channel ports has shown that:-

(1) organised smugglers have used large pre-war American type cars for concealment of watches. The cars are easily adapted for that purpose and their low foreign value - (approximately £200) - minimises financial losses if the venture proves unsuccessful. As it is normal for repairs or renovations to be carried out over a period of years alterations and/or additions to old cars for the purpose of facilitating smuggling are not so obvious as in the case of comparatively new cars.

(2) in several cases the cars have made recent previous trips to the United Kingdom remaining only three or four days before returning to the Continent. Alternating use of current Carnets obtained by registering the car with different touring agencies have disguised, to some extent, the fact that the car is a "regular trader".

The Carnet of a foreign registered car will be accompanied by the International Registration Book of the car - (which among other details shows the name of the owner) - and the International Driving Licence of the driver. Cross checking of these documents will readily show if the owner is not the person in charge of the car, an important point, since frequently the carrier has used a car not his own property, the explanation being given that it had been "loaned by a friend".

Where the person in charge of a British registered car is not the owner, an authorisation signed by the owner has to be produced to the Landing Officer dealing with the Carnet. The Waterguard officer would not normally have knowledge of such authorisations but liaison with the Landing Staff can ensure that the information is promptly brought to his notice.

To summarise the information obtained from the car documents, it will merit further investigation if the car -

- (1) is driven, or is in the possession of, someone other than the owner;
- (2) has made recent previous trips to the U.K. staying only for short periods;
- (3) is of low value;
- (4) is old or of the big American type.

One or all of these conditions may have quite an innocent explanation which will come to light when the questioning of the passenger takes place but the importance of this initial questioning cannot be emphasised too much.

The impressions and information gained, taken into consideration with the knowledge obtained from the Carnet and other documents, will, of course, largely determine whether or not the car is to be classified as a "possible" and subjected to intensive search.

4. CARRIERS. Seizures involving foreign "carriers" have shown that they were mainly recruited from persons of little social standing, including mechanics and tradesmen of various categories who were often found to be out of work. Their possession and use of a car on a trip to this country, involving not inconsiderable expense, did not apparently agree with their standard of living and therefore invited the view that they were being subsidised by others. This type of person would naturally attract the attention of our officers and lead to a close investigation of the reason for their trip.

It is not unreasonable to suppose, however, that some "carriers", both British and foreign, are persons whose business or social connections would make frequent trips abroad seem not unusual, and the segregation of these from the bona fide traveller calls for the highest degree of skill and perception on the part of our officers.

Constant vigilance must be exercised. Reference to passport and Carnet for evidence of frequent trips by either the passenger or the car; checking of baggage for confirmation of length of stay, and comparison of currency and travellers cheques carried with the probable expenses normal to the stated journey or visit, are routine checks on the carrier's pre-arranged story which may expose some inconsistency and lead to further investigation.

Very large seizures have been effected by officers noticing some small detail about car or passenger that appeared unusual and which raised some doubts as to the bona fides of the journey. Intensive rummage of the car has been instituted and lasted, in many cases, for some hours before the goods were secured, demonstrating the persistence of search needed to uncover the ingenious concealments used by the professional smuggling organisations.

5. RUMMAGE OF CARS. Since haphazard rummage is futile, and practical experience has shown that a systematic and exhaustive search is the only answer, the following routine is recommended as having proved efficient and effective.

Remove all baggage, seats and removable upholstery, detachable matting and floor coverings. Strip the boot of detachable side panels, spare tyres, tools, pumps - in fact, everything.

Test removable seats for weight and use a thin wire for probing interiors. When testing for the weight of upholstered seats, it should be kept in mind that if small parcels of goods, e.g., nylons or silk articles, are concealed, there will be no immediate give away through the seats being abnormally heavy. The probing with wire through all the springs from the underpart of the seat and then measuring by comparison to the depth of the seat is not successful as a test in all cases. Complete satisfaction can then only be obtained by actually exploring the interior of the seat. The upholstery proper is generally secured to the frame of the seat by clips or studs. Great care should be exercised in the removal of any clips or studs and also to avoid damaging the upholstery when probing with wire.

It has been found that the ideal number of rummagers is two, one officer attending to each side of the car, and starting at the front from the dashboard, working backwards to the boot. They should be on the alert for concealments in spaces and linings proper to the normal construction of the car. If they are familiar with the type of car being searched, any structural alterations or additions should normally be readily apparent.

Fixed arm rests, side panels and other normal fixed furnishings should be minutely examined for signs of tampering. The small ashtrays in arm rests can usually be unscrewed and detached, thus providing an inlet by which any possible space can be tested with a length of wire.

The underpart of the vehicle should be examined for built-in compartments between, or attached to, the chassis members. The petrol tank should be closely examined for signs of any recent removal, bearing in mind that mud collected during normal running may cover signs of interference. In some types of cars access to the petrol gauge, positioned on top of the tank, can be obtained by unscrewing a small plate cut in the floor of the boot. By removing the screws holding the petrol gauge itself in position, it may be lifted sufficiently for a length of wire to

be inserted and approximate measurements of the depth, width and length of the tank obtained. These measurements can then be compared with the external dimensions of the tank as an aid in deciding whether or not part of the container has been blanked off to form a separated space.

Information concerning the amount of petrol in the tank should also be obtained from the driver of the car and this amount checked, first by reference to the petrol indicator on the dashboard and finally by draining the tank.

If satisfaction cannot be obtained by any of the foregoing methods, the tank should be removed. If a ramp or pit is not available it is advisable that this operation be carried out at a garage since the use of the normal type of "jack" may entail some risk of injury to officers.

The rummage is then completed by a close examination of the engine space, special attention being paid to air filters, battery compartment and radiator.

It should be kept in mind that all parts of the car should be searched and every possibility of a concealment tested.

If a cavity is suspected in any part of the car its existence can usually be proved or disproved by measuring and by using the "tapping method". If the hand is placed on the metal on one side of the suspected space, tapping sharply on the other side and repeating this over the whole area of the suspect part, the contour of any space can be readily traced. When only one skin separates the tapping from the hand, the vibration of the blow can be felt but if a double skin enclosing a space is encountered, no vibration or shock will be experienced.

Having traced the contour of the space, scrutiny should be made for means of access in the form of a camouflaged plate which may be welded into position.

The existence of any plate or welding may be screened by:-

- (1) mud and grease on the underpart of the car, or
- (2) the use of felting fixed to the entire space by some bitumastic compound.

Should no means of access be found and the space obviously merits further investigation owing to traces of new metal work, recent welding or similar circumstances, the extreme measure of using a metal drill would have to be employed. One or two small holes bored in the rough metal forming one side of the space, not on finished paint work of the exterior of the car, would suffice for a length of wire being used to probe the cavity and bring to light any obstruction caused by the presence of uncustomed, prohibited or restricted goods.

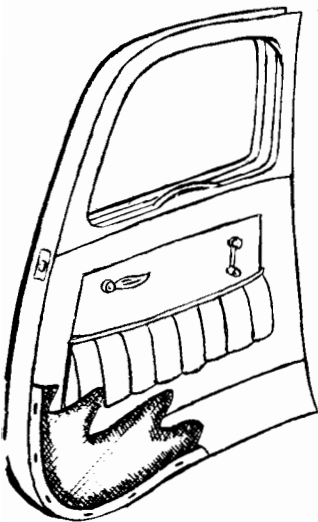
The use of the drill on metal work should not be undertaken lightly. It is an extreme method and all the suspicious circumstances of car and passengers would have to be very seriously considered by the officer supervising the rummage before approving such action. Before drills are used the Chief Preventive Officer, or in his absence the senior Preventive Officer in attendance, should be consulted.

6. CONCEALMENTS IN DOORS. Doors supply large ready made hiding places. The leather or felt covering, known as the "trim", is secured in place either by self-tapping screws or by concealed clips.

When screws are used it is advisable to use the specially shaped screwdriver which not only expedites removal of the "trim" but also avoids any damage to screw heads.

To remove a "trim" panel where concealed clips are used the method is to use a screwdriver and spring off the panel.

Sometimes there is a small retaining screw on the inside at the corner. This should be first removed, then run the point of the screwdriver up between the rexine panel and the frame of the door. When a clip is felt gentle pressure should be exerted and the clip will spring out from the retaining hole. When replacing the panel, place the point of the clip in the appropriate hole and then tap gently until the panel and door framework are once more flush.



(a)



(a) Types of concealed clips

(b)



(b) Types of self tapping screws

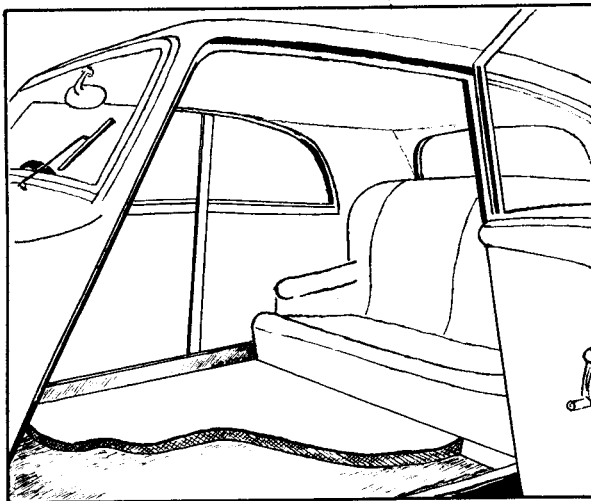
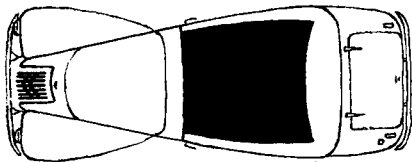
(c) Specially shaped screwdriver for removing self tapping screws.

(c)



7. FALSE FLOORINGS. In the case of a car which has a front wheel drive, there is no transmission shaft running to the back axle which is covered by a raised curved sheathing running the whole length of the interior on the floor of the car. Such a car is the Citroen. The floor has a completely flat uninterrupted surface, from the front edge of the back seat to the control pedals. By inserting a metal plate shaped exactly as the flooring of the car and raised $\frac{1}{2}$ " or $\frac{3}{4}$ ", a large cavity can be created. When covered by felting and mats its existence might easily be overlooked. By tapping from the underside to the interior flooring of the car, it can be proved if any interference with the original construction has taken place.

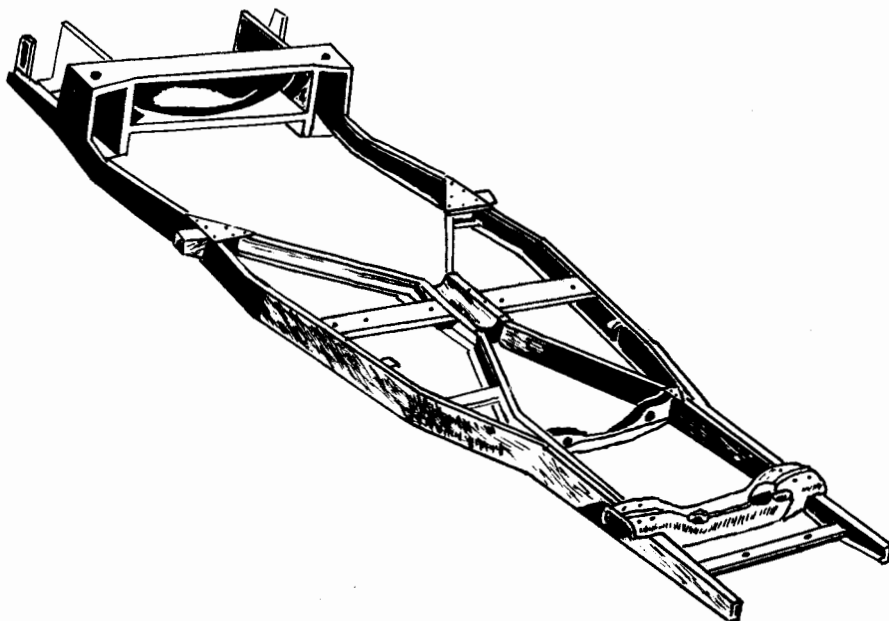
Cars with the engine in the conventional boot compartment also have floors of this type. Among them are the German Volkswagen and the Renault 760.



8. CAVITIES BETWEEN CHASSIS BEARERS. The chassis or framework on which the car body is built consists of bearers made from angle iron. The shape of these bearers varies with each make of car, some are simply two parallel bearers, others are in the form of the letter "X" while others form something like the figure '8" with top and bottom ends open.

It would be a comparatively simple matter for the smuggler to box in with either wood or metal the top and bottom portions of these angle iron bearers, thus forming a large cavity for the concealment of goods.

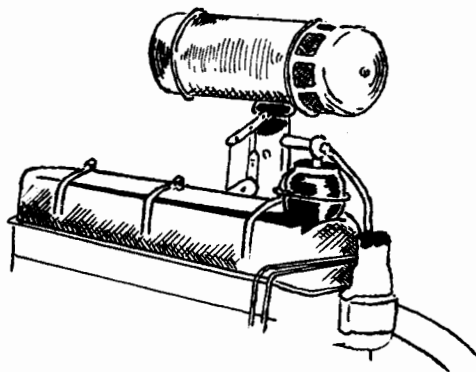
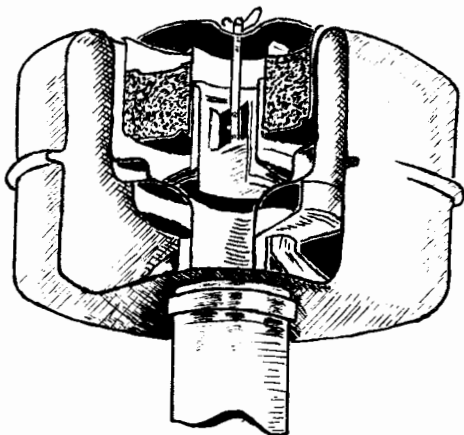
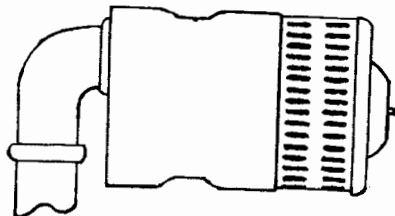
In any examination of the underpart of the car these bearers should always be clearly visible, except in the case of one or two makes such as the Citroen and the Lancia. By tapping from the inside floor to the underpart of the car the existence of a cavity can soon be ascertained.



9. AIR FILTERS. Air filters can be used for the concealment of small quantities of goods. They are usually in the form of a block canister situated somewhere above and near the carburettor, and are filled with a grey coloured gauze which may be removed and could be replaced by contraband.

They are quite easily opened and examined, either by undoing a screw in the centre of the lid portion or by undoing two clips, which are on each side of the filter.

The diagrams show three conventional types of air filters.



10. CONCEALMENTS IN TYRES. It has been suggested that currency, watches, etc., could be concealed in tyres. It is possible for paper money to be inserted between the tube and outer cover, and, although the tyre were actually run on, the currency would come to no harm.

The same could apply to things like diamonds, gold, platinum, etc., provided they were suitably packaged and then inserted inside the tube and tied on a continuous tape round the rim of the wheel. The hole made to insert the goods would then be revulcanized, the tyre fixed in position and the tube blown up hard. The goods would come to no harm and the tyre and tube run for distances upwards of a thousand miles before friction would cause a puncture.

The spare wheel could be filled with watches or other goods in the same way, the tube blown up after revulcanizing and the wheel carried on the car without the goods coming to any harm. If the tyre is deflated it can, of course, be easily ascertained whether it contains any goods or not.

11. HEATING EQUIPMENT. This is another accessory which lends itself to interference by the smuggler. Sometimes part of it is situated under the driving seat and in some cars it is under the dashboard. In all cases they have large rubber ducts coming from the engine which are sufficiently spacious to conceal a fair quantity of goods.

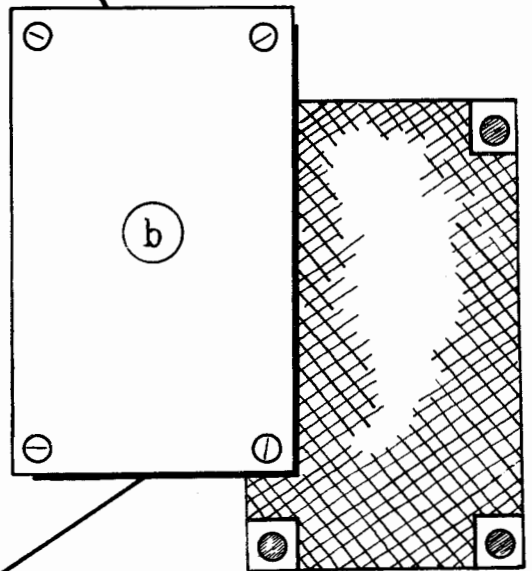
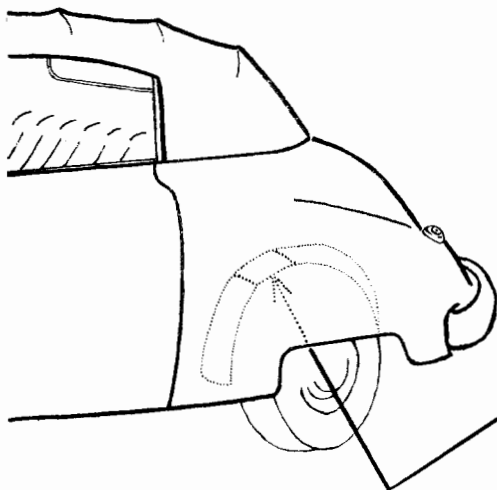
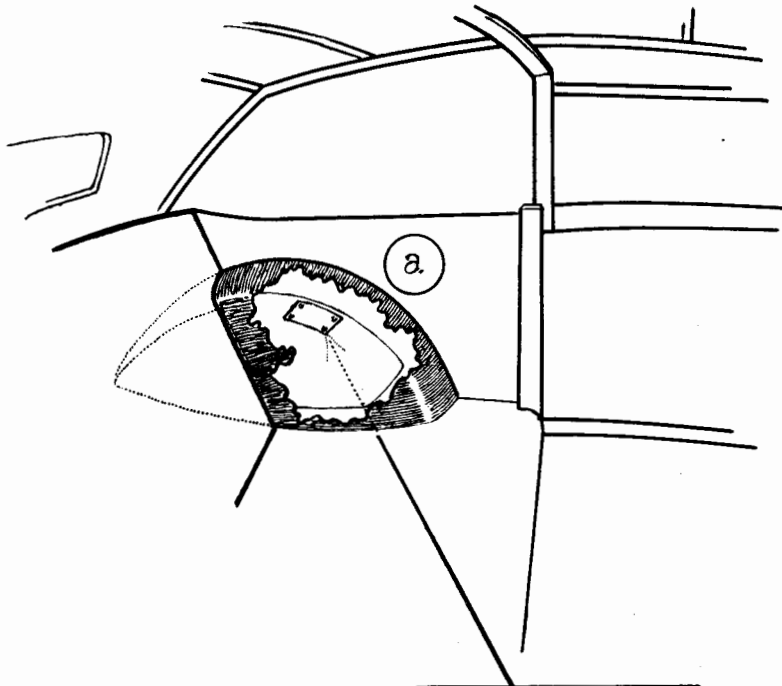
12. BATTERIES. It will be readily appreciated that a car with a 12 volt system could have all bulbs, fuses, etc., replaced to suit a 6 volt system, 6 volts of the battery cut out and a cavity so made available for smuggling.

13. ROOFING. The roofs of all saloon cars which are suspect should be thoroughly examined as they provide a large area ideal for concealing contraband.

14. TOOLS, NUMBER PLATES AND BUMPERS. In a suspect car the tools, number plates and bumpers should always be examined carefully as it is possible that they may be made of precious metals such as gold or platinum and coated with galvanized zinc or chromium plated in order to escape detection.

APPENDIX

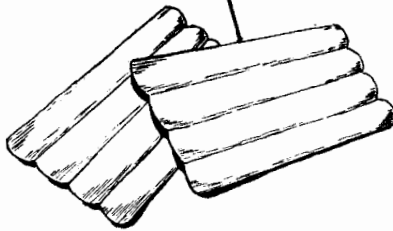
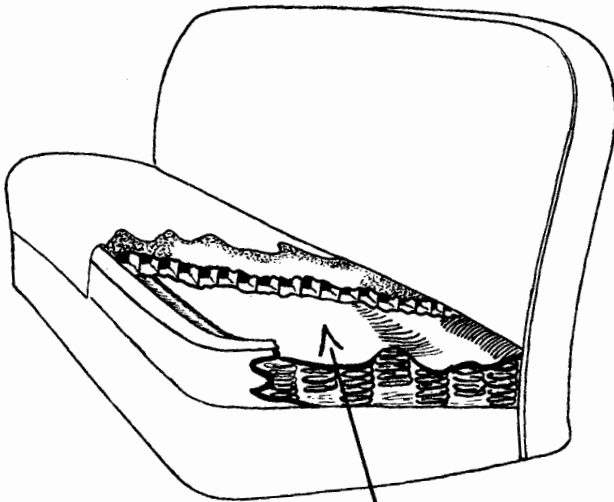
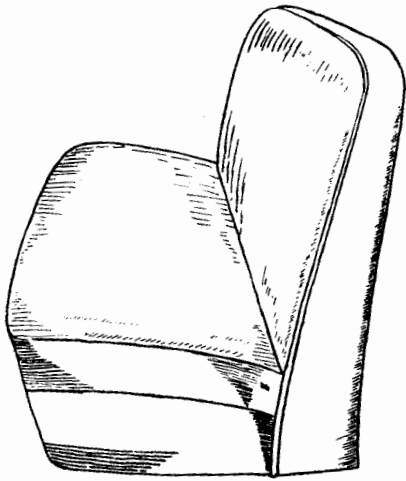
ILLUSTRATIONS AND DETAILS
OF CONCEALMENTS OF CONTRABAND
THAT HAVE BEEN ACTUALLY
DETECTED BY WATERGUARD OFFICERS



BUICK COUPE, VALUE APPROXIMATELY £150, YEAR 1938 AND OF ABOUT 25 - 30 H.P. At the commencement of the rummage everything, including seats, was taken out of the car. Doors, flooring, side panels, seats, etc., were checked for possible concealments. Attention was next directed to the "dickie" seat compartment. The seats and floor coverings were first removed. Running along both sides of the compartment were fitted rexine panels, these were removed and it was seen that practically the entire compartment was lined with a fibrous felt about $\frac{1}{2}$ " thick, which appeared new. This was unusual although the car was in excellent condition, with new matting, upholstery, and appeared to have been recently re-sprayed.

Part of this felting was pulled away and was found to be covering a sheet metal lining. Tapping from the outside, slightly above the top curve of the mudguard, indicated that a space existed. The felting was then all stripped away and the suspected compartment was found to have the shape of the mudguard. By scraping the metal clean, it was seen that a piece of metal had been beaten in the shape of an exaggerated mudguard and spot welded over the existing mudguard as shewn in diagram (a). There appeared to be no entry to the cavity so two small holes were drilled on the face of the inside metal sheeting. Probing with a wire indicated that the cavity was lined with packages. By holding a torch to the bottom hole and looking into the top one, brown paper could be seen. The two holes were then joined by cutting with a chisel. When this had been done the paper was scraped away and a watch face could be seen. As no way could be found into the cavity it was cut open with a cold chisel. When all the packages had been removed it was seen that a small plate - (b) in diagram - had been cut out of the top curve of the mudguard proper, four nuts welded to the aperture corners and the plate replaced by four countersunk screws. A similar cavity was found above the opposite mudguard. To create these cavities the rear part of the car had been stripped right down, panel beaters had made the metal sheeting forming the cavity, welders had fixed it in position, the car had then been completely re-upholstered and re-sprayed. The cavities contained 5,025 watches.

The "carrier" was a Belgian garage proprietor and the car belonged to a "friend". Manipulation of Carnets had been used to conceal the fact that the car had made previous trips to the U.K.



30 H.P. CHEVROLET SALOON CAR, YEAR 1948, VALUE £250. The rummage was commenced in the usual manner but when the searching officers went to remove the back seat it was found to be abnormally heavy. It was taken out of the car with some difficulty and examined more closely. To all outward appearances it was perfectly normal in construction, no stitching had been undone, there was nothing concealed among the springs. The stitching was undone sufficiently to permit one of the officers to insert his hand. When he had done so he could feel packages in the interior of the seat.

The outer cover of the seat was then unclipped from the framework and lifted right off. It was found that underneath was a fitted and shaped piece of honeycombed "Dunlopillo" rubber about $1\frac{1}{2}$ " - 2" thick. This was removed and underneath were found two flat bags divided into four compartments, each in a prepared "bed" as illustrated in the diagram.

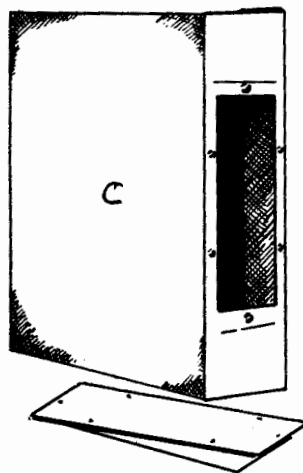
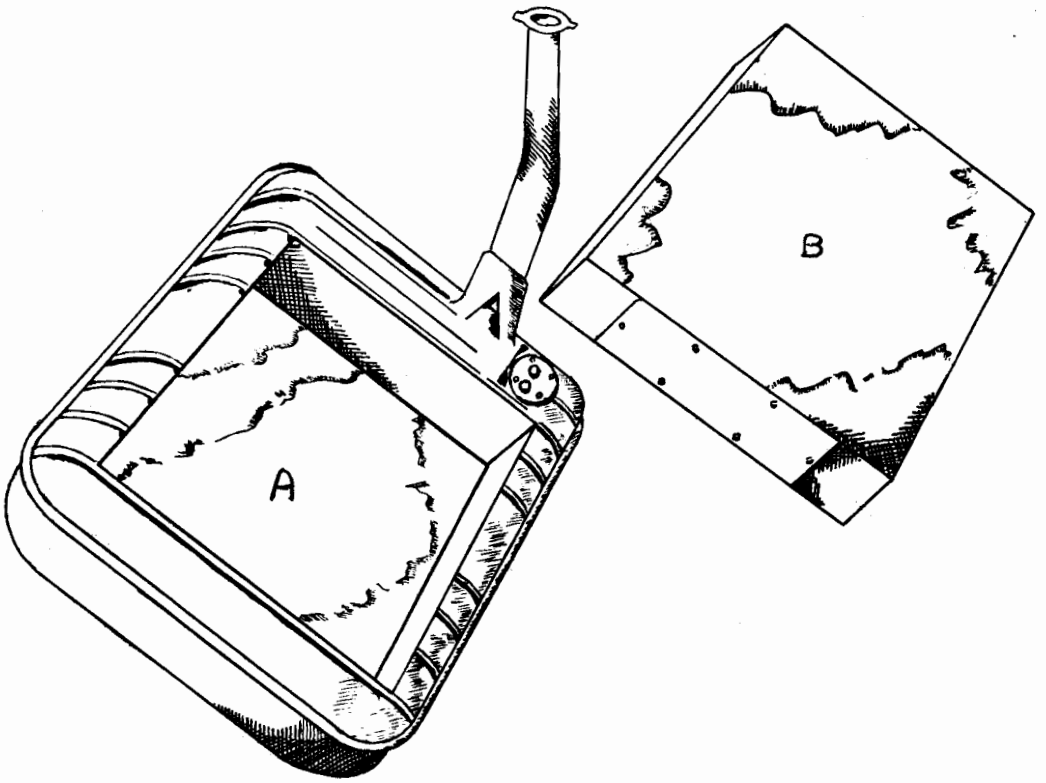
The seat had been completely dismantled, the springs shortened sufficiently to permit the formation of the space, the edges blocked and padded with horsehair and the original rubber used to cover the watches so that they could neither be seen nor felt by prodding. The outer upholstery had been replaced.

The only "give away" was the weight, for the concealment had been designed to withstand every other test.

The back seat rest was found to have been adapted in exactly the same way.

2,500 watches were seized in this case.

The "carriers" were two Belgian women, occupation dressmakers. The car belonged to a "friend" and the journey was stated to be for a holiday in England.

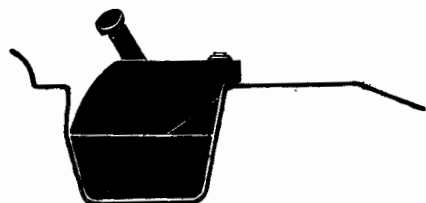
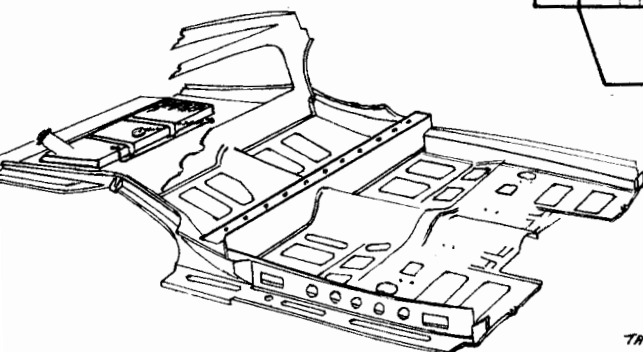
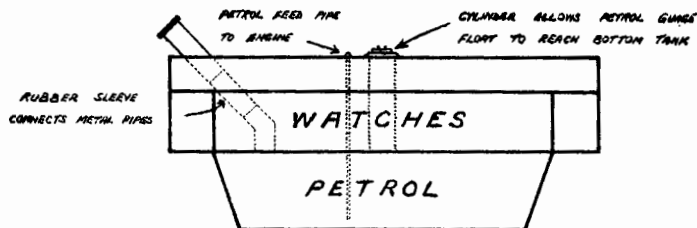
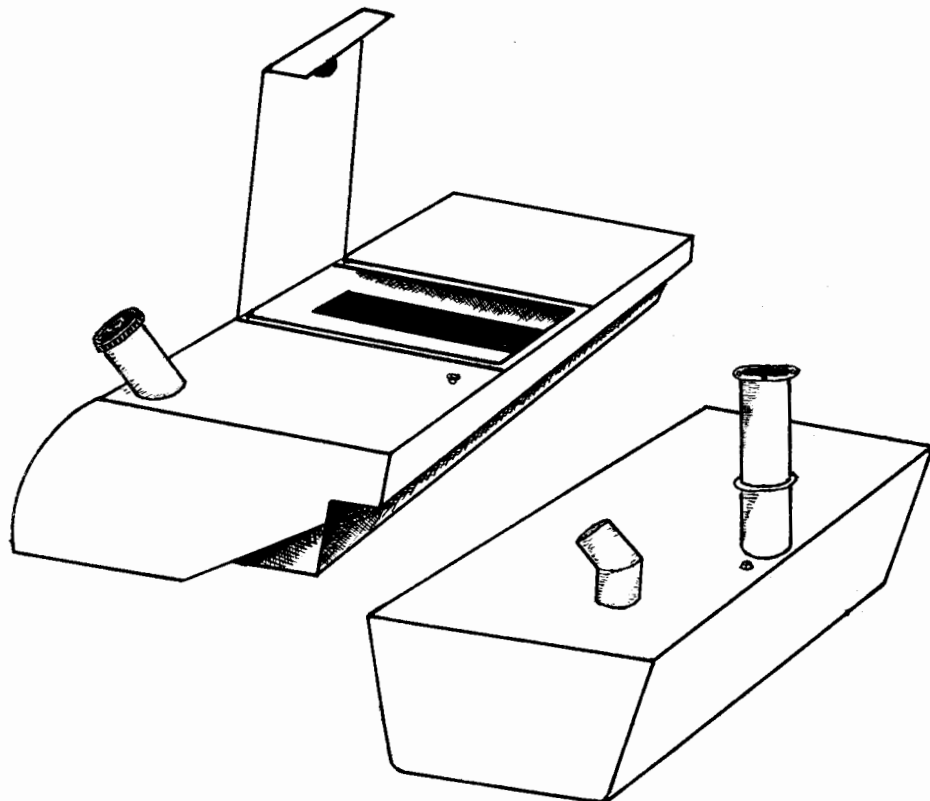


OLDSMOBILE SALOON, 30 H.P. VALUE £150, YEAR 1937. When the petrol tank was examined during the rummage of the car it was noticed that it was cleaner than the rest of the under portion of the car. A wire was used to dip the tank and did not meet with any obstruction. The petrol gauge registered and shewed the tank to contain some seven or eight gallons of petrol.

Notwithstanding, in view of the cleanness of the tank, it was decided to remove it. The petrol pipe was first disconnected and the two petrol gauge wires were unscrewed. The holding nuts were then released and the tank removed and it was seen to be as in diagram A. It will be seen from this diagram that a wire inserted at the inlet would circulate right around the tank. Dipping of the tank would also shew approximately half-full. The petrol gauge would have been still immersed in petrol and would confirm that the tank was half-full. Tapping of the tank would not give any unusual sound as a small space had been left between the bottom of the inset and the bottom of the actual tank. This tank had been constructed to satisfy practically every test we were likely to make except that of its removal.

The inset - diagrams B and C - which contained watches, 3,400 in number, was bolted to the underpart of the car and was removed independantly after the tank.

The "carrier" was a Belgian diamond cutter travelling in his own car, ostensibly on holiday. Investigation shewed that he was, at the time, unemployed and had purchased the car quite recently.



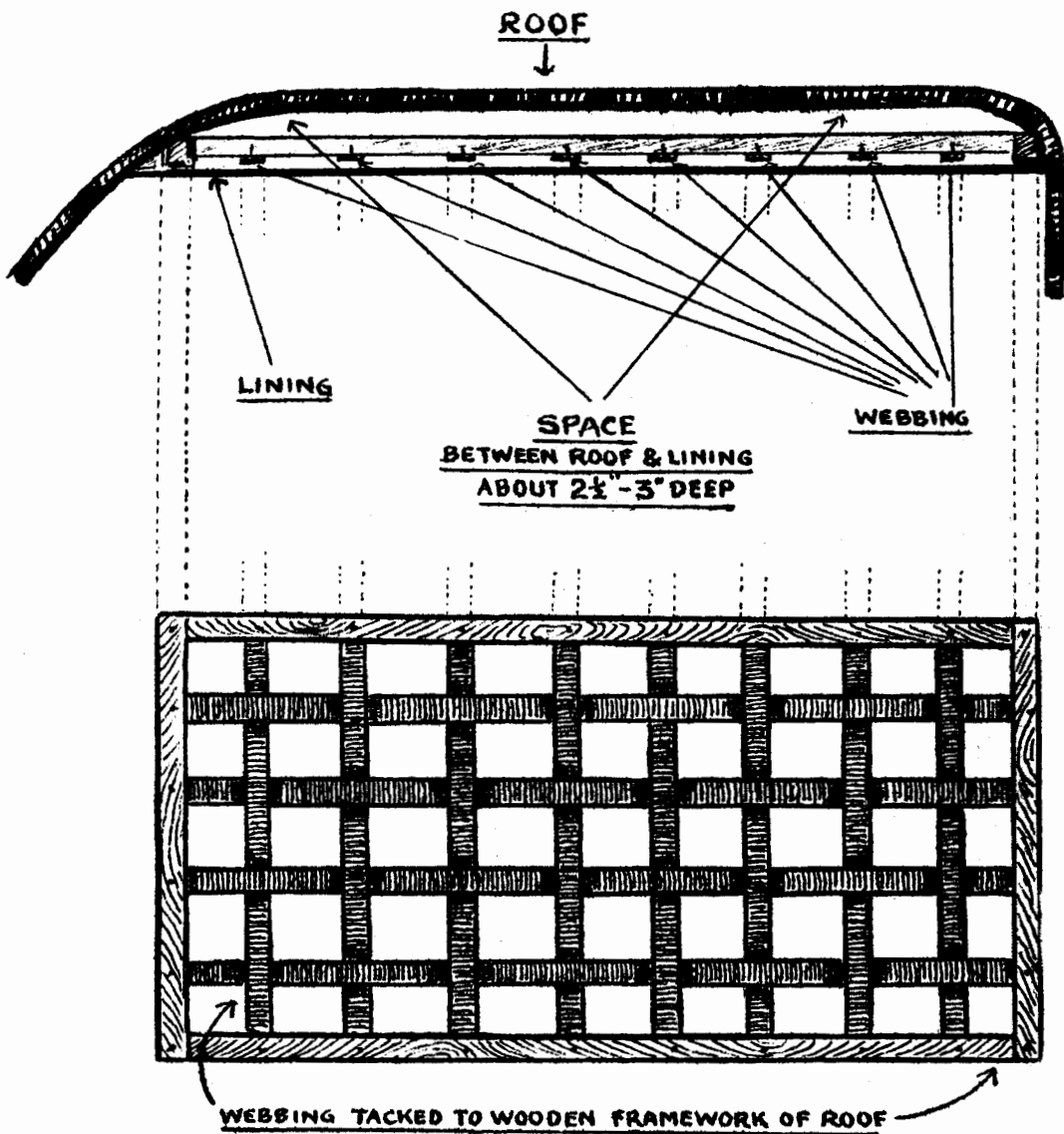
DOR PRESSING WITH TANK IN POSITION,
 GRAL CONSTRUCTION ELIMINATES THE CHASSIS FRAME.

TANK FITS INTO STAMPED RECESS , CONSEQUENTLY
 EXAMINATION FROM UNDERNEATH IS IMPOSSIBLE.

FIAT SIMCA CAR. The rear seat was removed and also the seat back rest. This revealed a luggage compartment, the floor of which was totally covered with a large collection of tools, rags and oil cans. All these articles were removed revealing a plywood flooring secured with screwnails. When this flooring was removed what at first appeared to be the top of a petrol tank secured with bolts and screws to two steel band supports was seen. The metal threads of the bolts were bright and appeared to have been fitted or used recently. The nuts on the bolts were only finger tight and the top of the tank sounded solid on tapping. The petrol gauge was removed in order to examine the tank internally. It was found that part of the gauge was missing. In the gauge aperture there was a steel tube extending almost to the bottom of the tank preventing a view of the major part of the interior. There appeared to be a metal cover over the tank.

The bolts retaining the steel bands were undone. When the latter were loosened it was seen that they covered closely fitting joins and the cover was in three pieces. The centre section was prised up and the false part of the tank was found to contain 3,156 watches.

The "carrier" was a Frenchman travelling in his own car who said he was travelling on business in connection with the supply of vegetables to Covent Garden. He had several sheets of his own printed notepaper which indicated he was a fruit and vegetable merchant.

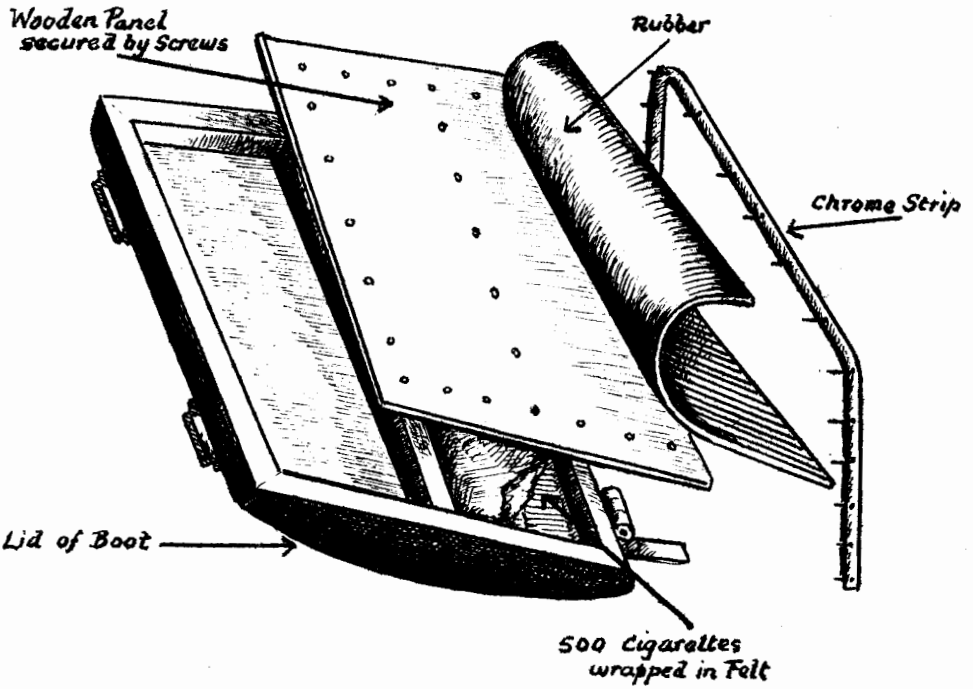
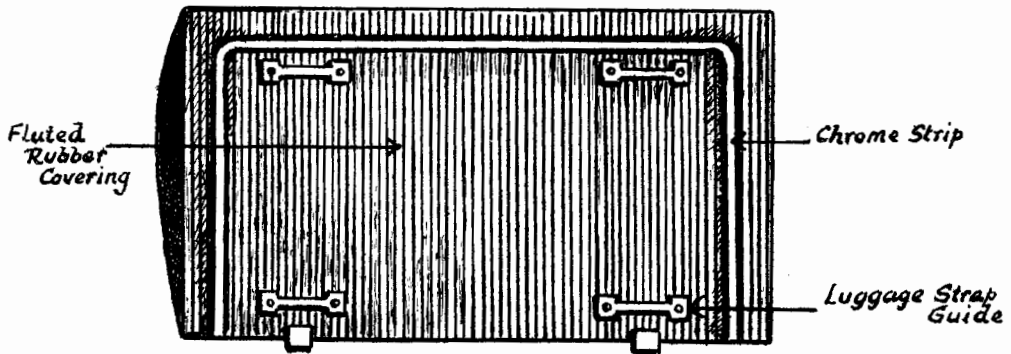


14 HORSE POWER MORRIS SALOON CAR. The detection was made on the Northern Ireland Land Boundary.

It was noticed that the roof lining was quite new and that it had not been "finished" around the edges. Closer examination showed that the tacks used had been recently inserted. When hand pressure was applied to the lining it was realised that there were some goods concealed behind it.

When part of the lining was loosened boxes of confectionery could be seen to be secured, in the space between the lining and the roof of the car, by means of straps tacked to the coach work of the body of the car.

A search of the space resulted in nylon hose being found in addition to boxes of confectionery.



ALVIS (1938) CAR. The car had an external boot, access to which was gained by opening a hinged lid at the rear of the car.

The lid was of the normal type which when opened forms an extension of the floor of the boot.

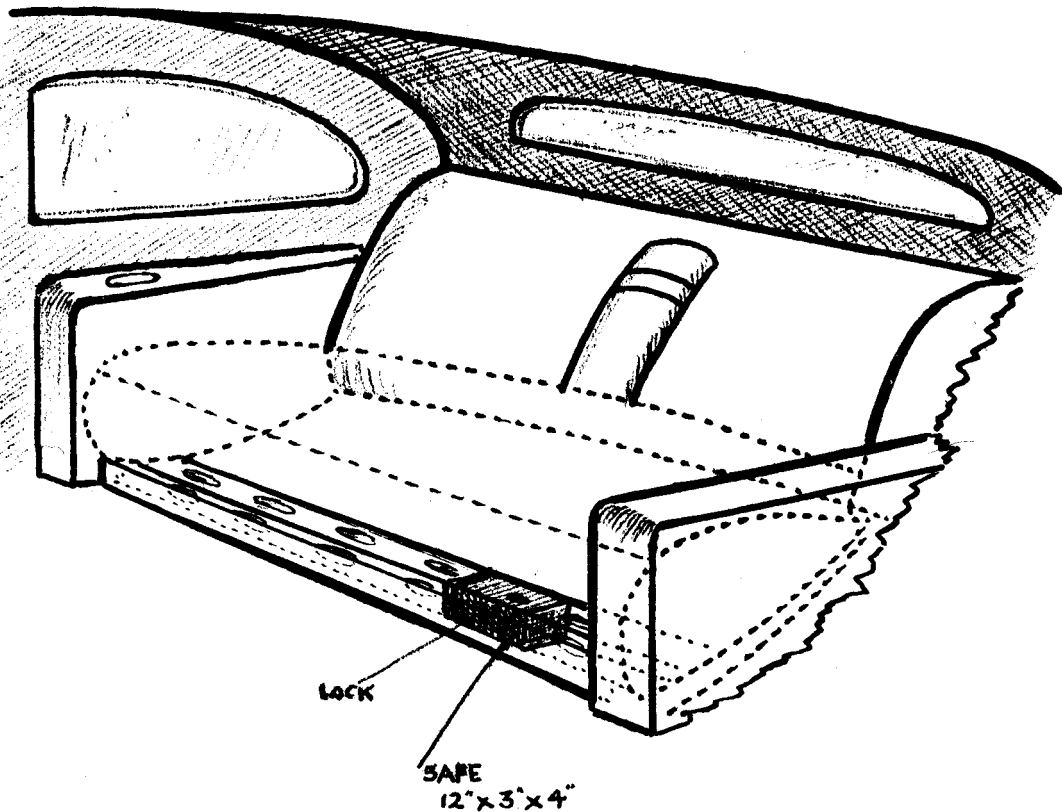
The inside of the lid was covered with fluted rubber which was held in position by chromium plated beading fastened around the edges. It was fitted with four metal strap guides. The screws securing the guides showed signs of having been removed. The guides, chromium beading, and rubber covering were removed. Under the latter was a wooden sheet screwed to the frame of the lid. When the wooden sheet was removed 10 flat tins of cigarettes were found wrapped in felt in a cavity underneath.

Also in the same car two bottles of spirits were found thrust between the springs of the rear seat of the car. The springs were covered with felt and the bottles were invisible until it had been removed.

CADILLAC CAR. Information was received that it was suspected the car had been used for diamond smuggling.

A detailed search of the car was made during which the rear seat and floor felting beneath it were removed. This gave access to the front part of the seat frame running across the width of the car. About a foot from the left hand side a small steel safe, welded to the framework, was discovered. In the lid of the safe was a lock, and the compartment was lined with asbestos to make it fireproof.

On this occasion the safe was empty.



OPEL CADET CAR, VALUE £150. This was a saloon car with a luggage boot to which access was gained only from the interior. When the officers reached the boot compartment one went outside the car and tapped through to the other officer inside the boot. It was found that a space existed and close examination of the boot showed that the plate running the whole length of the boot had been skillfully welded into position and covered with curved welded-on struts in an endeavour to give an un-interfered-with appearance. The method of entry was by unshipping the spare wheel and then by unscrewing the wheel "boss".

Panel beaters and welders had been employed in constructing the cavity which contained over 3,000 watches.

The "carrier" was a Belgian garage mechanic and the car belonged to his employer. Reason for visit was stated to be for the purchase of motor car spare parts, but questioning revealed that he had no knowledge or experience of such transactions.

LARGE COUPE - PLYMOUTH - VALUE £200, YEAR 1938, 25-30 HORSE POWER. The normal procedure regarding rummage was carried out by removing everything from the car and then working backwards. Behind the front seats a bulkhead ran athwart the car and on this was bolted, on the driving side, a spare wheel and on the off side a set of three shelves containing tools. In between the two were two sets of clips on which were fixed small fire extinguishers.

The routine examination was followed and the spare wheel and fire extinguishers removed. One officer got into the "dickie" seat compartment and tried to tap through to the other officer at the bulkhead on which the spare tyre had been bolted. It was immediately apparent that a large space existed. Two holes were bored in the metal forming the bulkhead and, by using a wire, packages could be seen and felt. A further close examination of the bulkhead where the fire extinguishers were clipped, showed a plate holding the clips welded on to the bulkhead. This was forced off with a chisel and provided access to the space which ran the whole width of the car and which contained 3,400 watches. The welded plate contained a spring lock which was operated by a bar and key about two feet from the actual aperture.

The work had been done by coachbuilders, welders and a locksmith.

The "carrier" was a Swiss subject, occupation painter, travelling in his own car ostensibly on holiday.

