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

**APPENDIX B.**

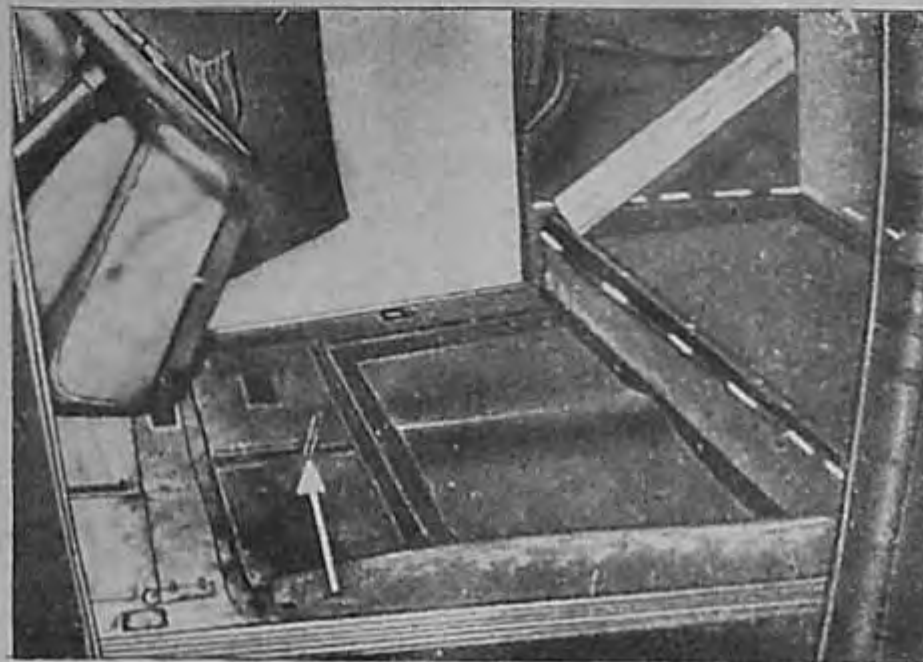
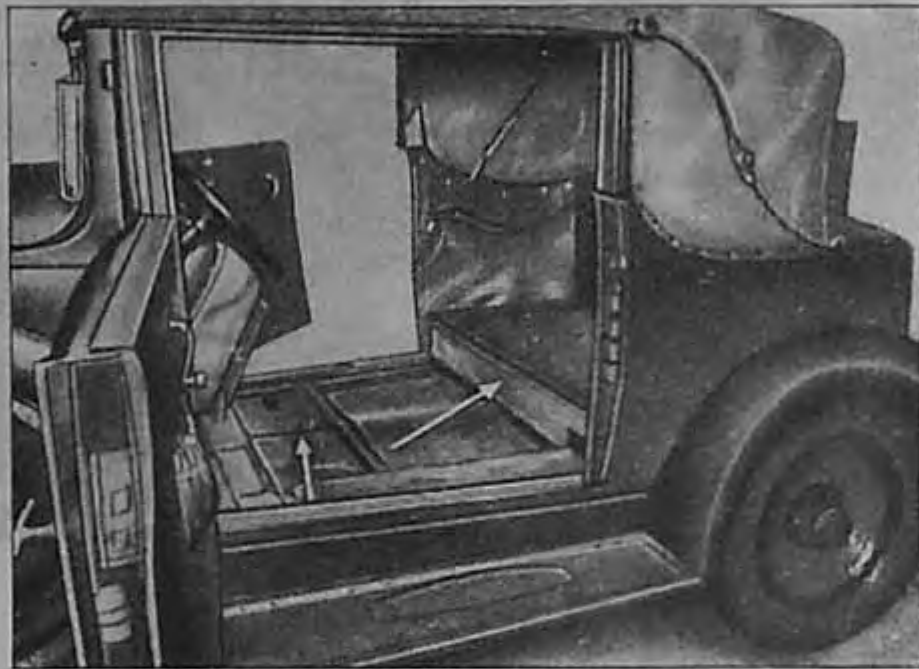
**ILLUSTRATIONS AND DETAILS OF CONCEALMENTS  
OF CONTRABAND THAT HAVE BEEN DETECTED BY  
CONTINENTAL CUSTOMS OFFICIALS.**

## BACK SEATS

1. A concealment was found in a space constructed under the back seat of a Nash car.

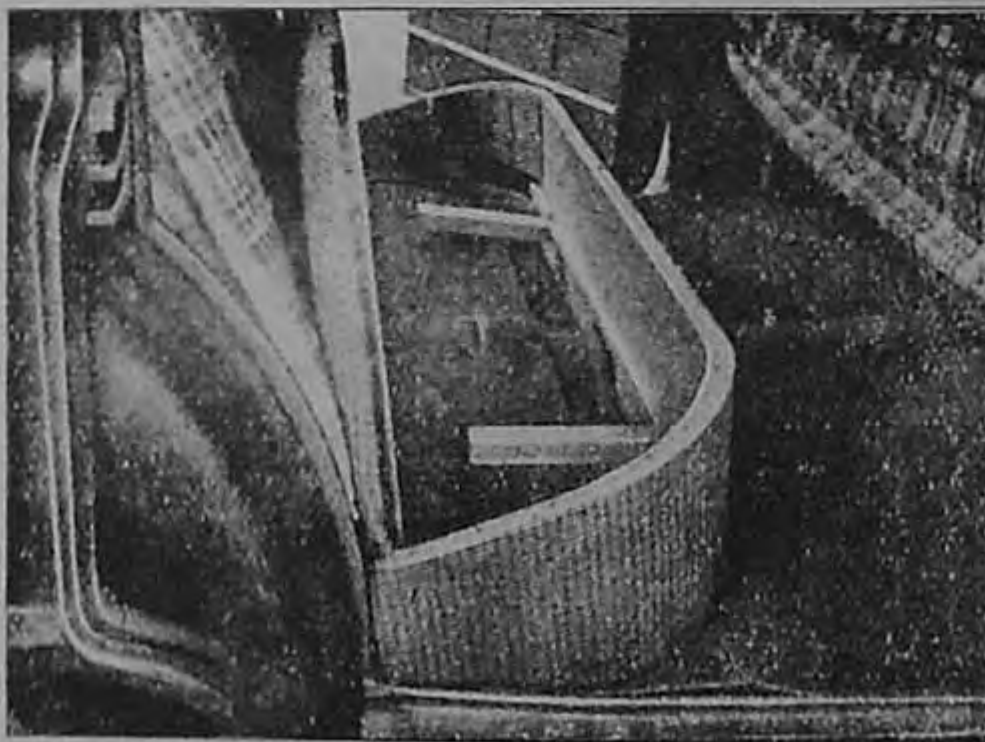
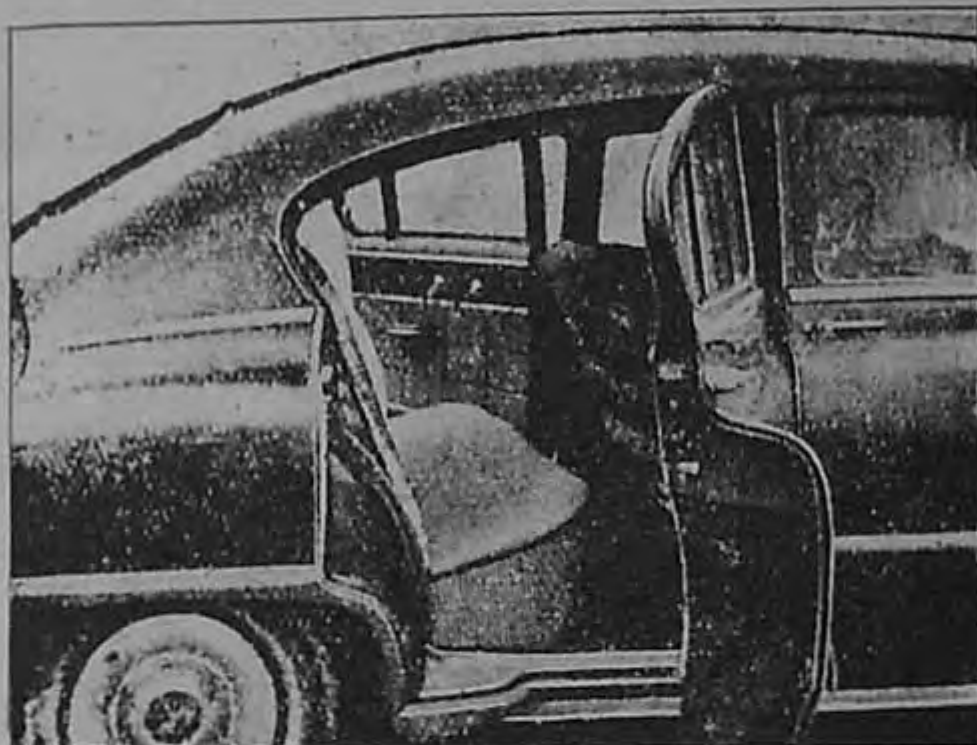
When the back seat was removed a flat surface was seen which was apparently part of the normal construction. This firmly fixed covering plate was released by operating a small lever between the front seats, the contrivance being strongly spring loaded.

The lever was not seen until the front seats were removed.



2. Another smuggling compartment was found under the back seat of a Pontiac motor car in which was found 50,000 (No) cigarettes, 2 computing machines, 7 bottles of spirits, nylon stockings and other goods.

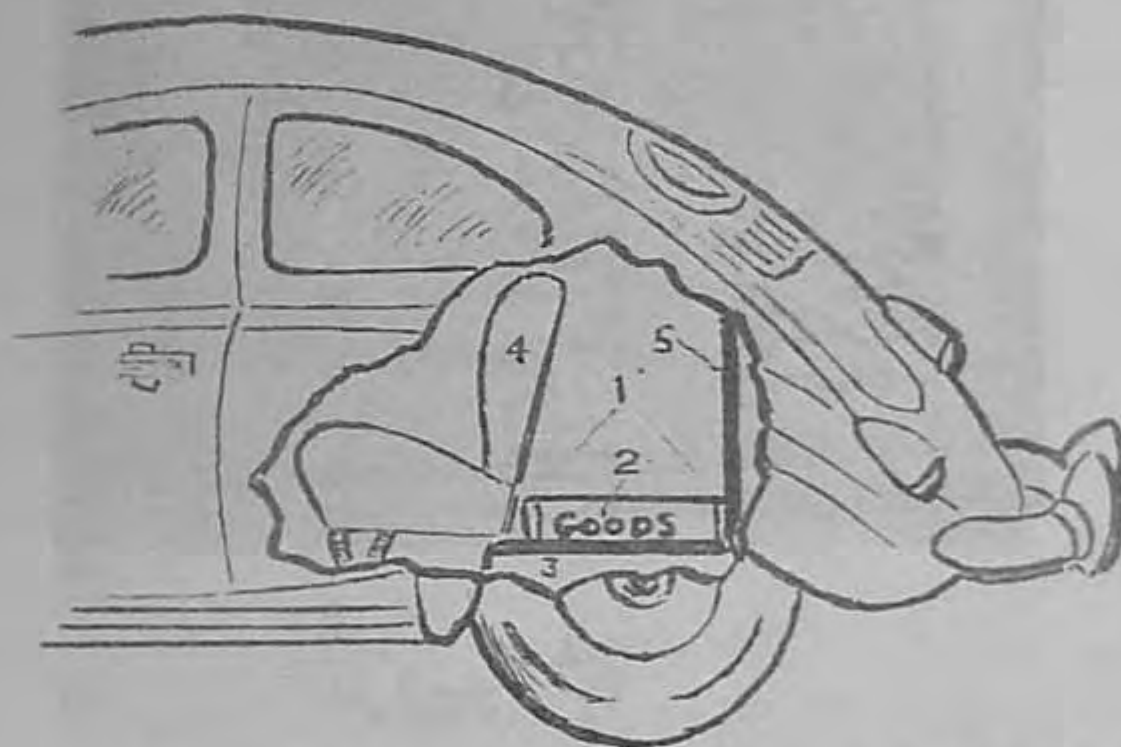
The car had "C.D" plates affixed to it and the owner had a false (stolen) passport on which the word "DIPLOMATIQUE" had been impressed under the word "PASSPORT".



3. A secret container behind the rear seat of a Volkwagon car was found to contain 4,000 (No) cigarettes.

By means of two blocks of wood which were set on edge and a sheet of compressed fibreboard, made to fit exactly, the floor of the luggage boot was raised and formed a hiding place for contraband between the back of the rear seat and the fireproof bulkhead.

Access to the place of concealment was obtained by the forcible removal of the back of the rear seat.



1. WOODEN BLOCKS SET ON EDGE

2. SHEET OF FIBREBOARD.

3. REAR LUGGAGE BOOT.

4. BACK REST OF REAR SEAT.

5. FIREPROOF BULKHEAD.

## LUGGAGE BOOTS

1. Detections have been made in small cavities beneath the felt in luggage boots.

In practice these were found to be difficult investigations since the felt, when removed from the metal floor plate of the boot, could not be replaced properly unless a special adhesive paste was used.

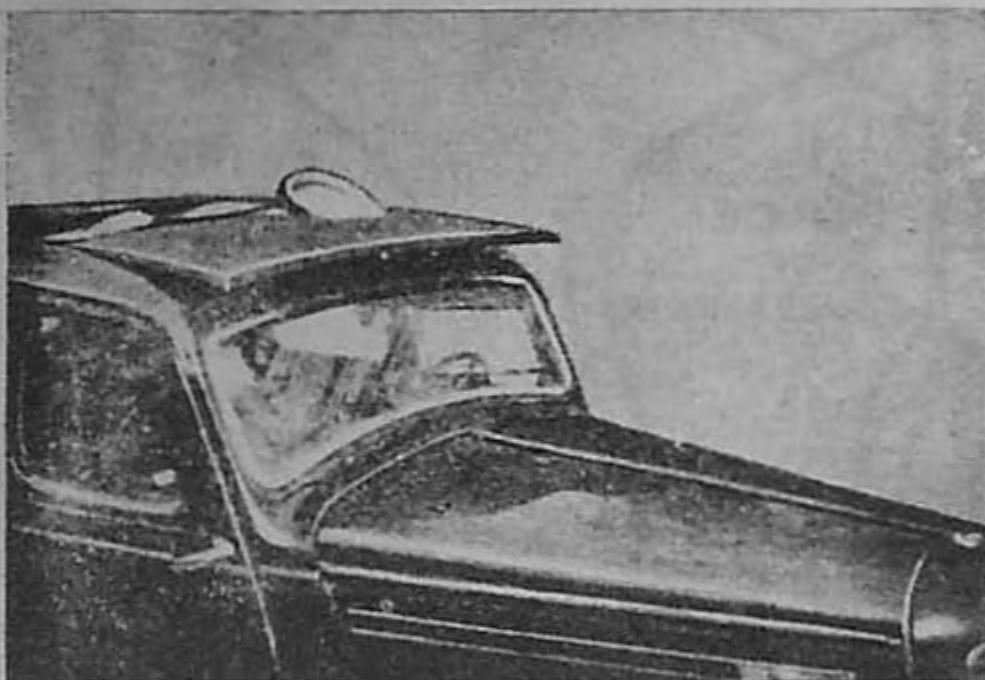


1. FELT.
2. METAL FLOOR.
3. TOOL COMPARTMENT.

2. To disclose the entrance to a similar place of concealment in another car it was necessary to remove covering sheets of fixed rubber and felt and a metal plate.

## SLIDING ROOF

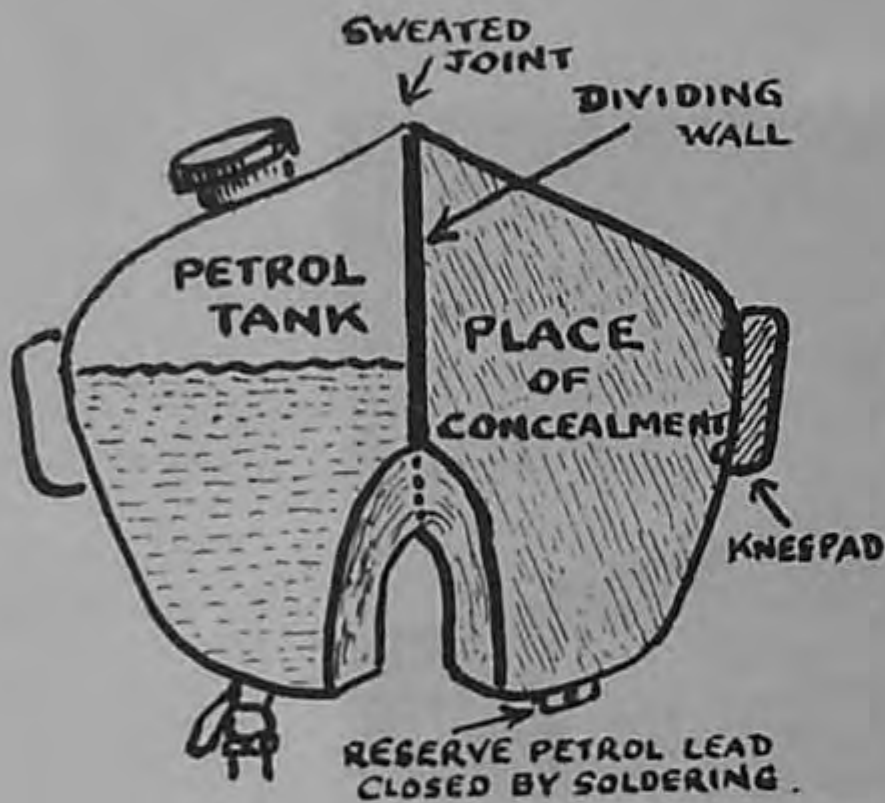
The place of concealment shown in the following illustration was discovered by the unscrewing of the retaining screws of sliding roof and moving the panel completely forward.



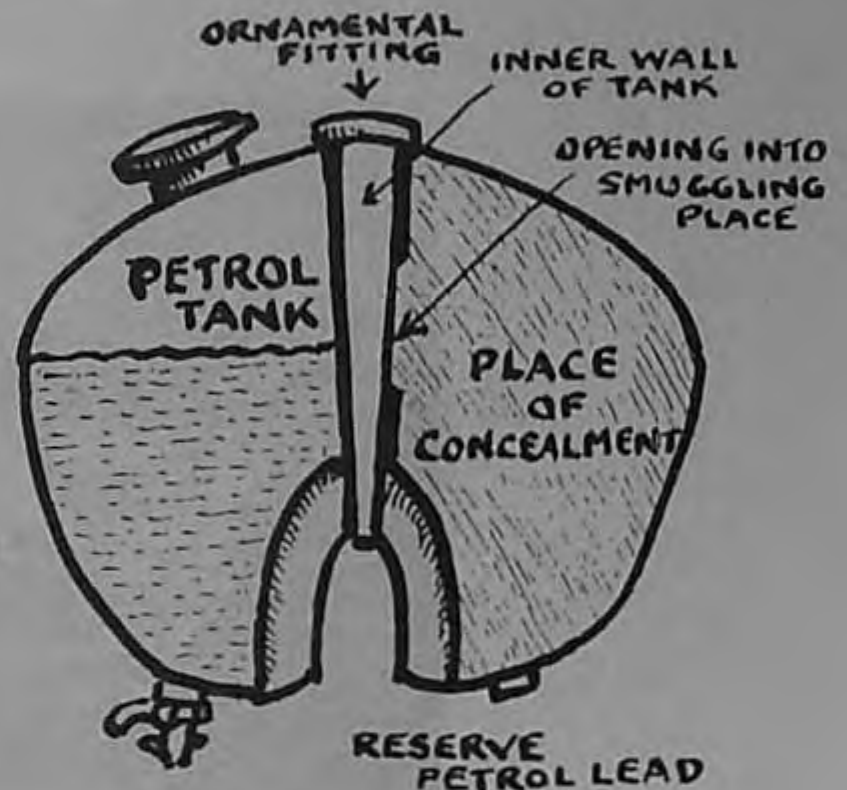
## PETROL TANKS

1. A close examination of the following three illustrations of motor cycle petrol tanks is interesting.

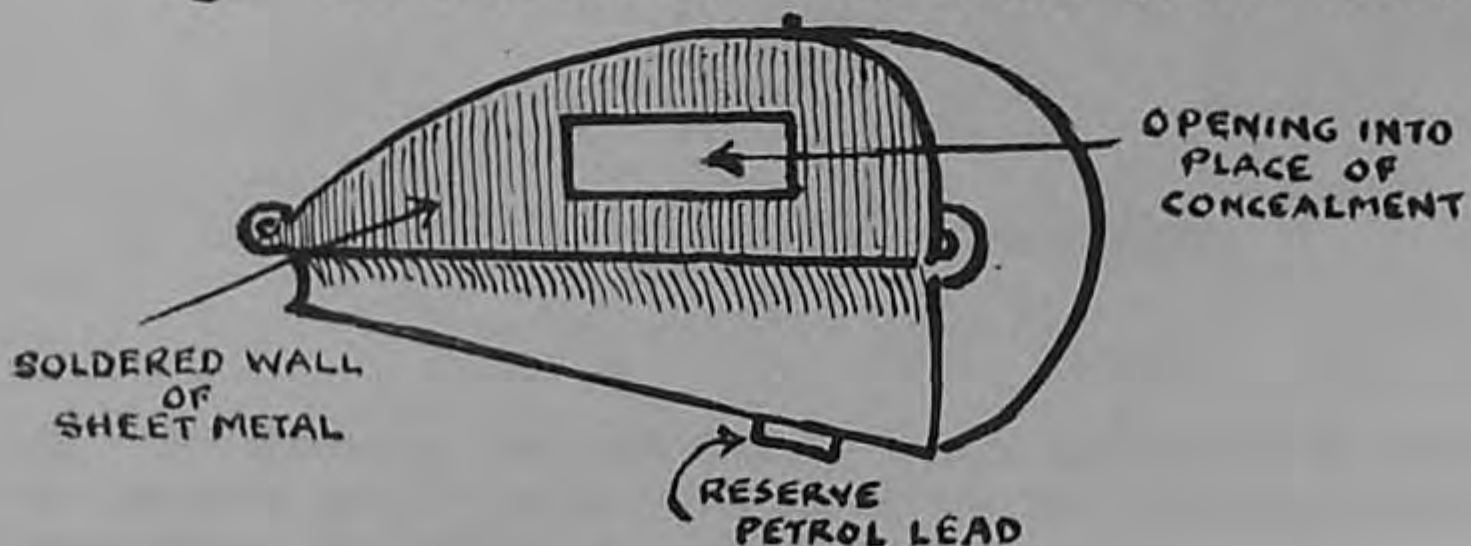
1 CROSS SECTION  
THROUGH A TANK  
of a  
ZÜNDAPP · D.B. 200



2 CROSS SECTION  
THROUGH A TANK  
of a  
D.K.W. · S.B. 200



3 LEFT HAND PART OF TANK (SIDE VIEW)

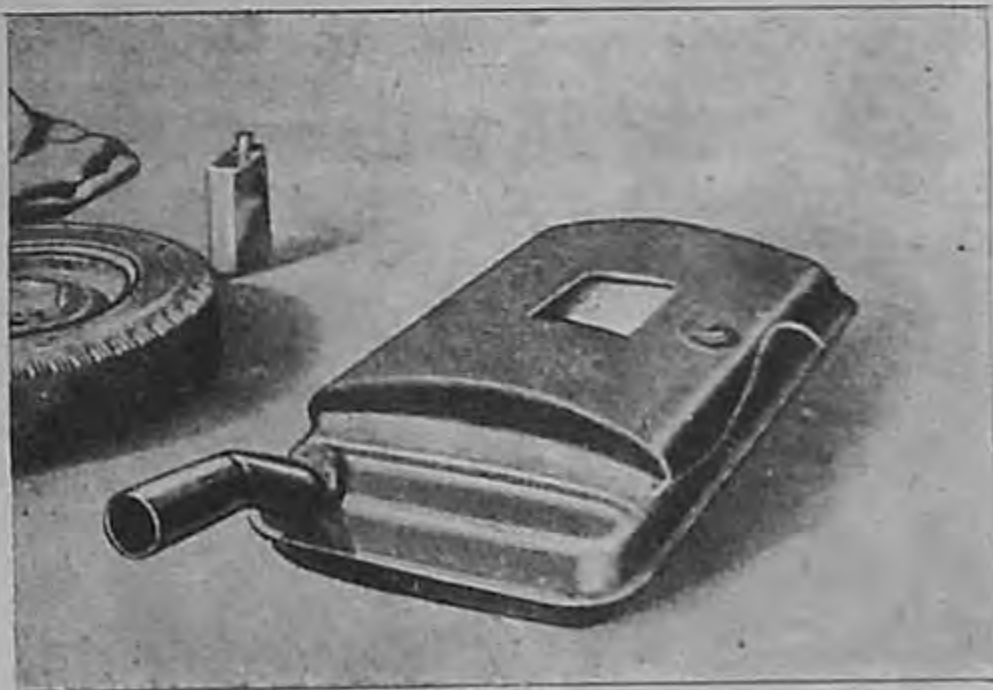


● Illustration 1. Shows that in normal use the petrol would flow out of the tank leaving a reserve quantity in the bottom right hand part. This would be the reserve quantity to the engine when the reserve feed is open. As the right hand section is a smuggling device no reserve exists and the reserve feed has been removed.

Illustrations 2 and 3. Show a refinement of sectional tank smuggling. Here, the manufacturer had made the tank in two sections, all the right-hand section being reserve - (or at least it has to be turned on to be used) - after the left-hand section had been used. The section, once removed, was perforated as shown in illustration 3. The reserve feed, being useless was removed. If left in place it would, of course, show no petrol flow although the right-hand section of the tank would sound full.

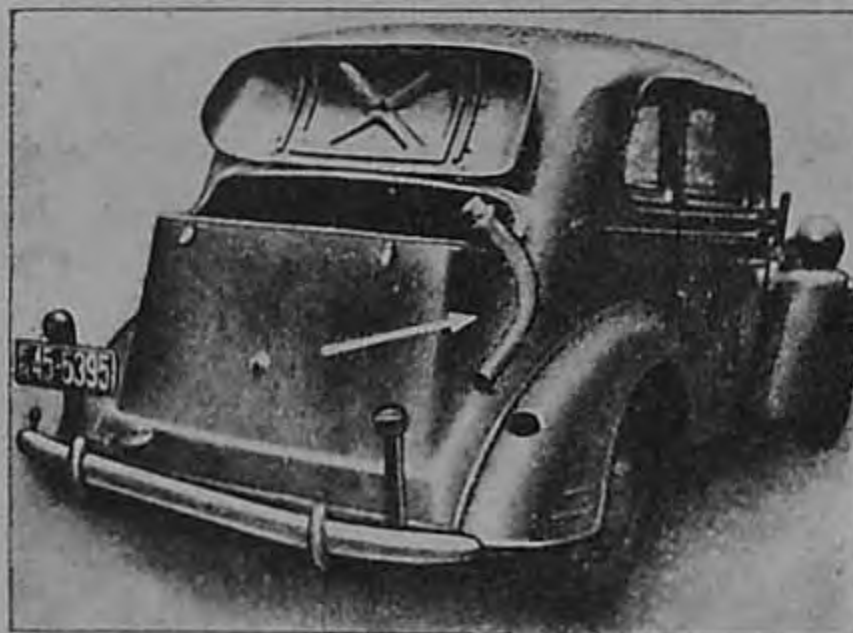
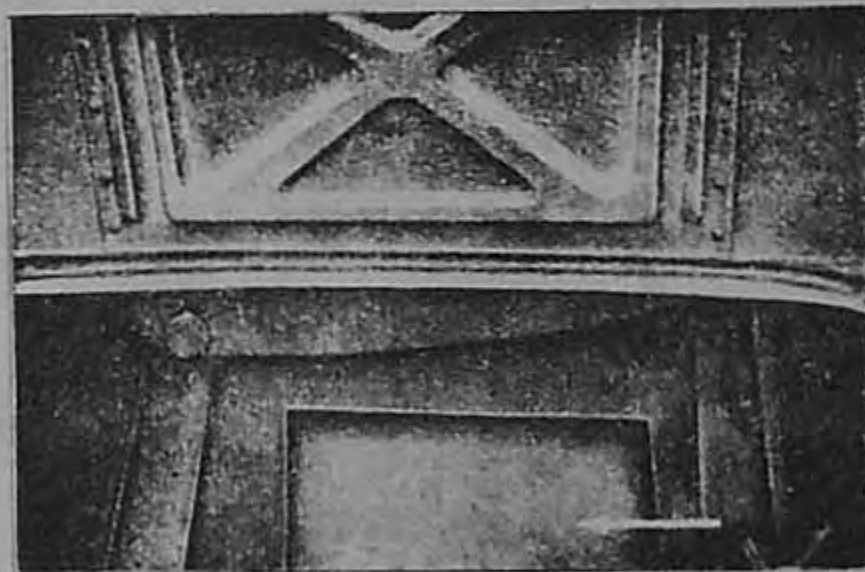
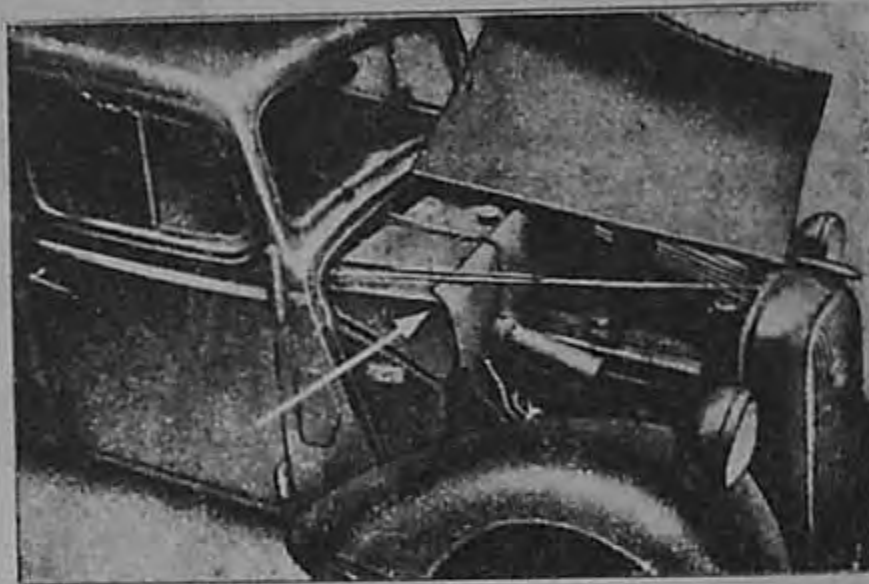
2. The motor car petrol tank shown below had had a metal plate "sweated" on to the top of it. The plate could not be seen until the tank was removed from the car.

Sounding of the tank from below would give normal re-actions.

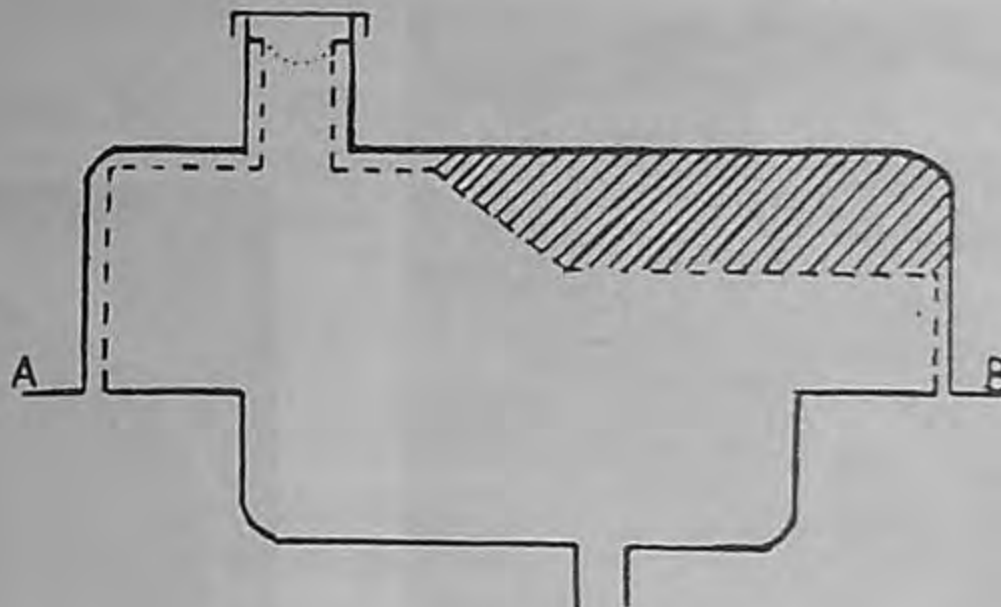


3. The following illustrations show a car which had a petrol feed from an auxiliary tank in the bonnet.

The normal petrol tank at the rear of the car was used entirely for contraband. The filler pipe was blocked at its lower end and a small quantity of petrol placed in it.



4. The following sketch is of a tank which had been cut along the line A - B. The base of the tank was used in the construction of a smaller tank which was fitted inside the remainder of the original, - as shown by the dotted lines, - leaving the shaded area as a place of concealment.



5. An unusual means of access has been found to a place of concealment in the petrol tank of a Ford Lincoln motor car.

The tank appeared to be held to the chassis by metal straps in the usual manner. Closer examination showed that these straps were welded to the tank. The forward ends of the straps were fixed to the chassis in such a way that they formed hinges with the rear ends fastened by the normal screws. When the rear-ends were loosened the whole tank tilted downwards giving access to a cut away in the top: Thus there was no access from above, and examination of the straps and tank would show no signs of recent interference.

## WINGS

1. During the search of a STUDEBAKER-CHAMPION motor car hiding places were found inside the two rear mudguards in which 1,800 wrist watches and special watch movements of high value were concealed. The hiding places exist in every Studebaker-Champion two door model and are due to the manner of the construction of the bodywork of the car.



Illustration 1.

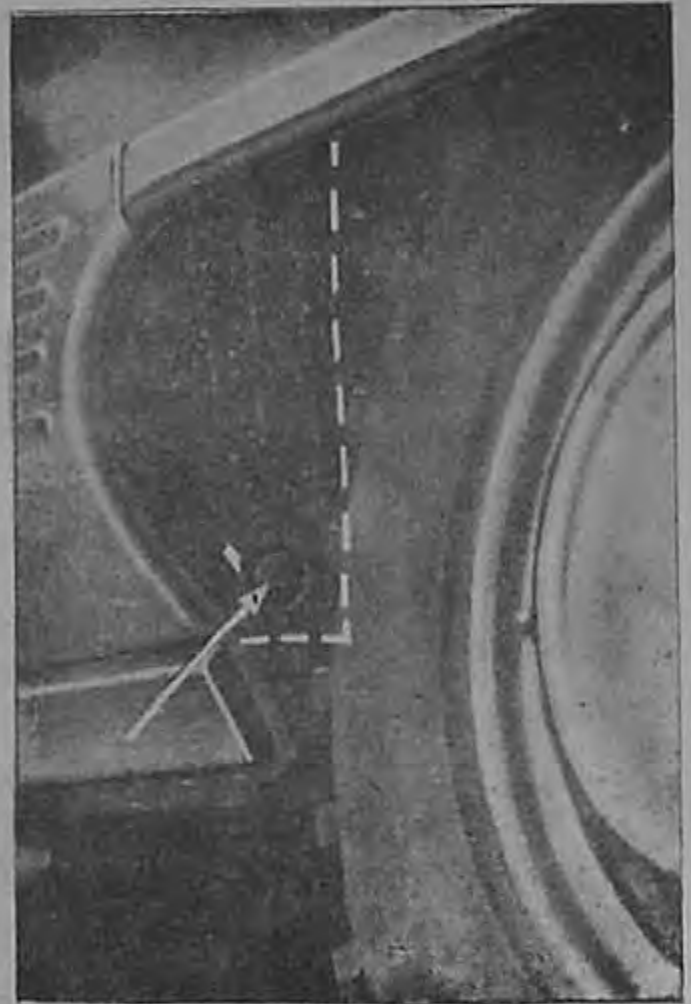


Illustration 2.

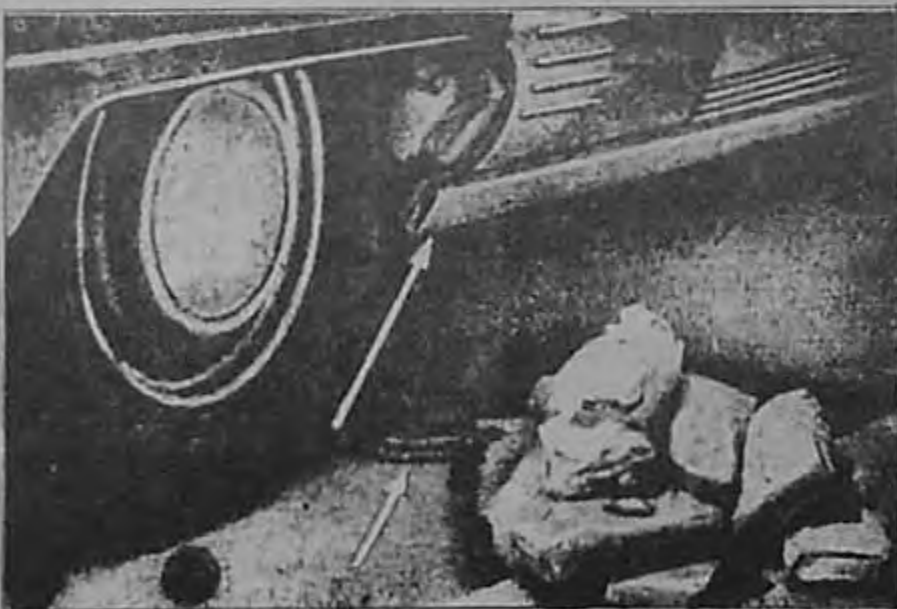


Illustration 3.

Illustration 1. The position of the concealment in the rear left-hand side mudguard is marked by dotted lines.

● Illustration 2. Shows the hiding place on the left-hand side in its closed-up state. In the "building - on" of the heavy mudguards hollow spaces are left between them and the bodywork of the car. The spaces are enclosed by means of tinplate covers which are fastened down by means of a hexagonal screw - (indicated by an arrow) - and fastened on the inside by means of a slotheaded screw. By reason of the dull black paintwork on the inside of the mudguards, the hiding places are difficult to detect and when the vehicle is dirty they are completely invisible.

Illustration 3. Shows the right-hand side hiding place opened up together with smuggled goods. The big arrow points to the hiding place and the small arrows to the cover which has been removed.

2. During the search of an Oldsmobile motor car specially constructed hiding places were found on the inside of the mudguards on both sides.

The hiding places were accessible after the bonnet had been lifted. In both places of concealment a total of 43 kilos of raw coffee was found.



Illustration 1.

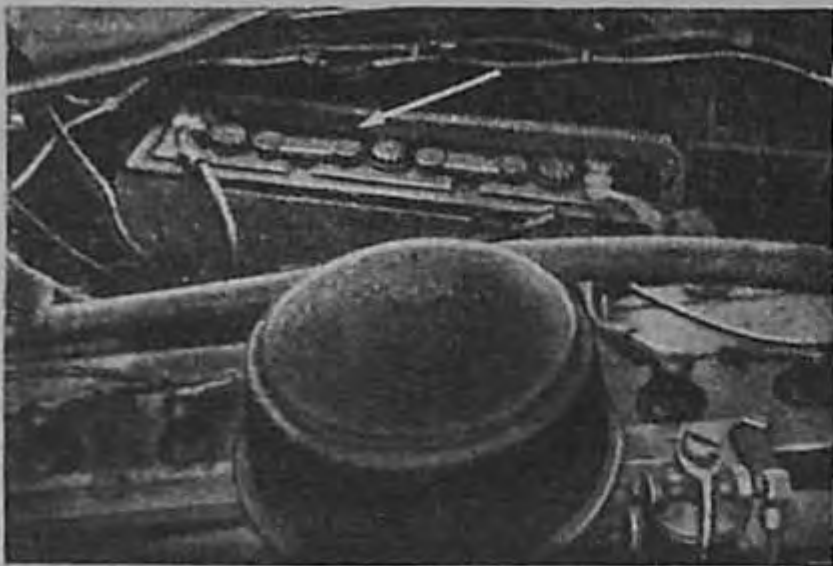


Illustration 2.

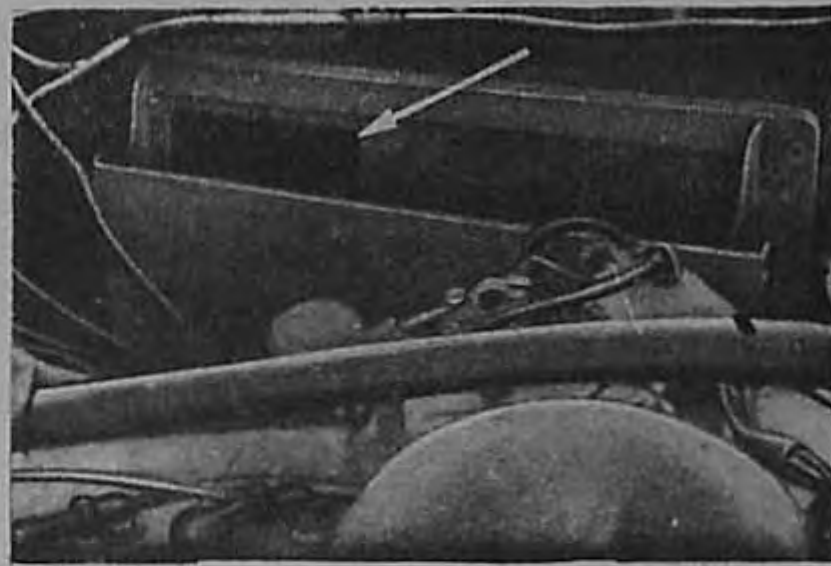


Illustration 4.

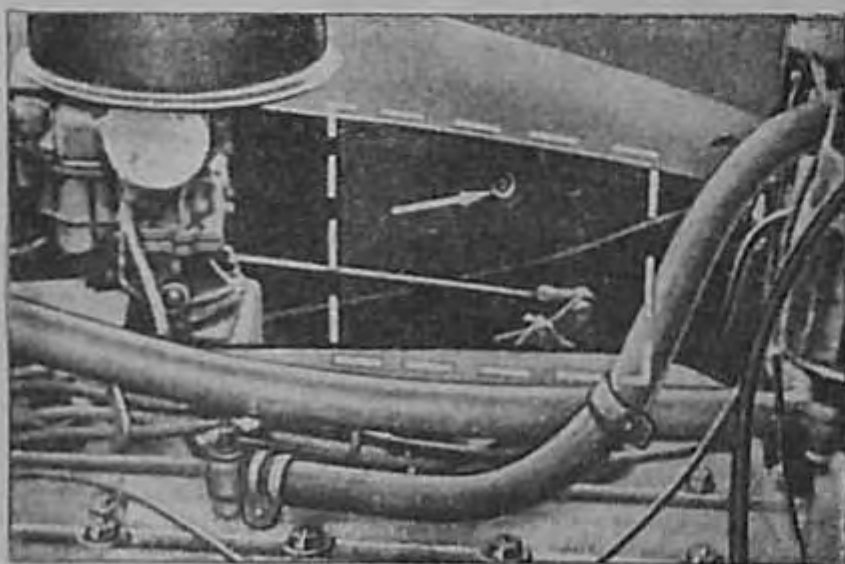


Illustration 3.

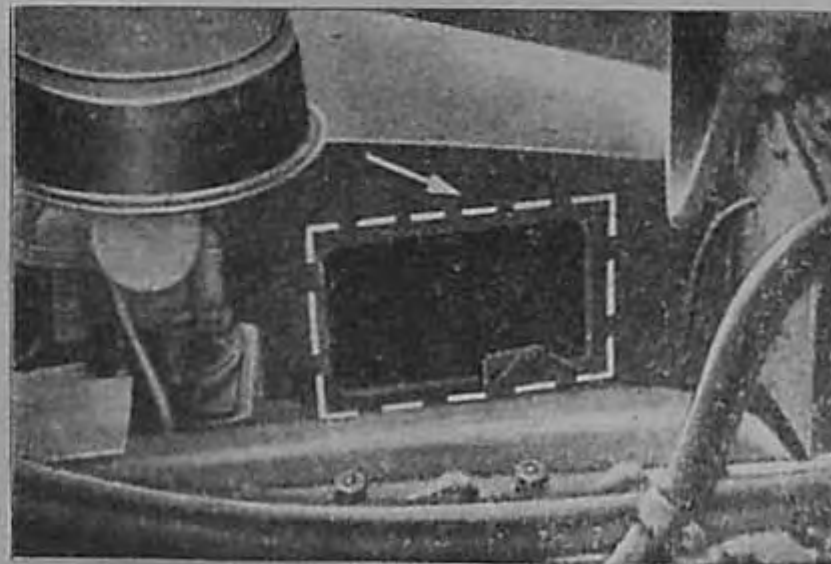


Illustration 5.

Illustration 1. The dotted lines show the position of the concealments.

Illustrations 2 and 3. Show the entrance to the concealments closed up. The opening to the concealment on the left-hand side is behind the battery (Illustration 2), whilst the concealment on the right-hand side is closed by a tin-plate cover which is fastened down by a screw (indicated by arrow in Illustration 3).

Illustrations 4 and 5. Show the concealments opened up. By the removal of the battery the opening of the concealment on the left-hand side was revealed (see arrow in Illustration 4).

The dotted lines in Illustration 5 are around the opening of the concealment on the right-hand side.

#### NUMBER PLATES

In the Adler-Autobahn motor car there is a natural space behind the rear number plates.



## OIL SUMP

Reliable information has been received by the German Customs Authorities that many cars on the Continent have had the space in the oil sump increased by 4-7 cms. in depth.

The space so created is sufficient to hold 10 Leica cameras. It is said that two Italian citizens have already smuggled goods worth several million marks by this means.

It will be seen from the illustration that the lower part of the sump is duplicated and made deeper. The additional part can be removed by undoing the three screws.

