

LuM/026/0005/42

REPORT : STOLEN AAK 15

The above mentioned vehicle belongs to comrade Timothy Mkwana member of National Executive Committee and M.H.Q. When he left for South Africa on the 3d April 1991 this vehicle was left under my responsibility and was parked at my place at number 133^b Chinyunyu Road Emmasdale.

On Monday the 22nd April I parked the car at 19.15hrs when I was from the airport. Where I stay there are three families (houses) in the same yard viz: Tonny, Movers and Dabulamanzi. These three houses are surrounded by a wall fence with bottle pieces on top. Also, there are three security lights beaming to almost every corner of the yard.

On the said day I slept sometime after one in the morning and long after other occupants in the house had slept. Only comrade Masango, because of discomfort, slept latter probably around 3am, this I learned later. Before I slept, as usually, I ensured that gate and the car are properly locked and all security lights are switched on.

It was not until on Tuesday morning at 6.10hrs that I realised that the car was stolen. When I peeped through the window the gate was partially open, the car nowhere to be seen but the van driven by comrade Dabulamanzi still at its place. I immediately woke everybody up in the house. Surprisingly, nobody heard any sound. We then went to the other houses to enquire, also no one heard anything in fact it was then that they realised that the car has been stolen. According to comrade Dabulamanzi, he woke up earlier saw the gate open AAK 15 not there but concluded that I left early in the morning and forgot to close the gate. The same response to the wife of comrade Movers who had also woken minutes earlier.

On realising that with no doubt the car had been stolen we immediately went around to certify how exactly was it stolen. We discovered that the rear door small window on the right^{side} of the car was broken. This we realised by small window particles we saw on the ground roughly situated on the position which we can guess that it was of the window of the rear door on the right side. Security light of my house was disconnected, this being done by cutting electric wires adjoining it. At the gate, the paddlock handle had been cut to set loose the other part of the gate. On the

left part of the yard next to the wall there was a 200ltr drum which we suspect the burglar used to climb in with the assistance from outside.

Our immediate conclusion of how everything was carried out is; After a thorough reconnaissance (or somebody knowing the inside premises) one burglar was lifted up to jump the wall with the assistance of a drum inside stationed next to the wall. He immediately cut the paddlock holder to let other burglars in. There-after they disconnected security light so as to affect the visibility from inside the houses. They then broke the window of the left side of the car to have access to the lock of the door. Since the steering wheel was locked they then aligned the vehicle with the gate by lifting the front portion. They then pushed the car straight through the gate until across the street. On reaching that side they then lifted in to face the direction of the road, there-of pushed it further away from the yard. This conclusion we came to it because of the wheel prints which were clearly visible on the ground. Unfortunately, these prints could not take us too far, they were no more visible after about 30m from the gate.

Since car had no or had little petrol (the previous day I had move 35km already with the petrol indicator on) our believe was that this car was pushed to the near-by high fenced house or at a certain distance the steering wheel locker was broken and then pushed to near-by compounds i.e. Chaisa or Malibore.

At 6.30hrs I went to Matero Police Station to report the theft. I gave them particulars of the car and they then informed all stations of the theft. I then later reported the matter to our transport department there-after to comrade Mance. Later in the evening I reported to comrade Max of MHQ. During the day I left with two CID's, with the car borrowed from transport dept, to check on possible hide-out or dumping places. Unfortunately, we could not get trace nor hint.

The tip we got was that at times such cars when stolen are transported to Zimbabwe using the shortest rout -Chirundu with registration numbers changed. So by going to Chirundu border and check the register book the engine number and chase number this might help because if found this can be relayed to the Zimbabwean side. And the other side can easy trace the destination of the car and be impounded. But because of little resources interms of transport

and/or finance I could not reach the borders.

On the other hand, we did check on few houses of high walled fences with the assistance of other comrades. But we can not conclude on anything because were we manage to enter, with a legend, the only place exposed to us is the front portion of a yard. To this day I'm still in the process of investigating.

End of the report.

Compilled by Tony Montori

Tony Montori
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