

OTJOS ZCIG
002 30010

EXCLUSIVE!

SHOTGUN OF TOMORROW — PERAZZI MONTREAL 76

GUN WORLD

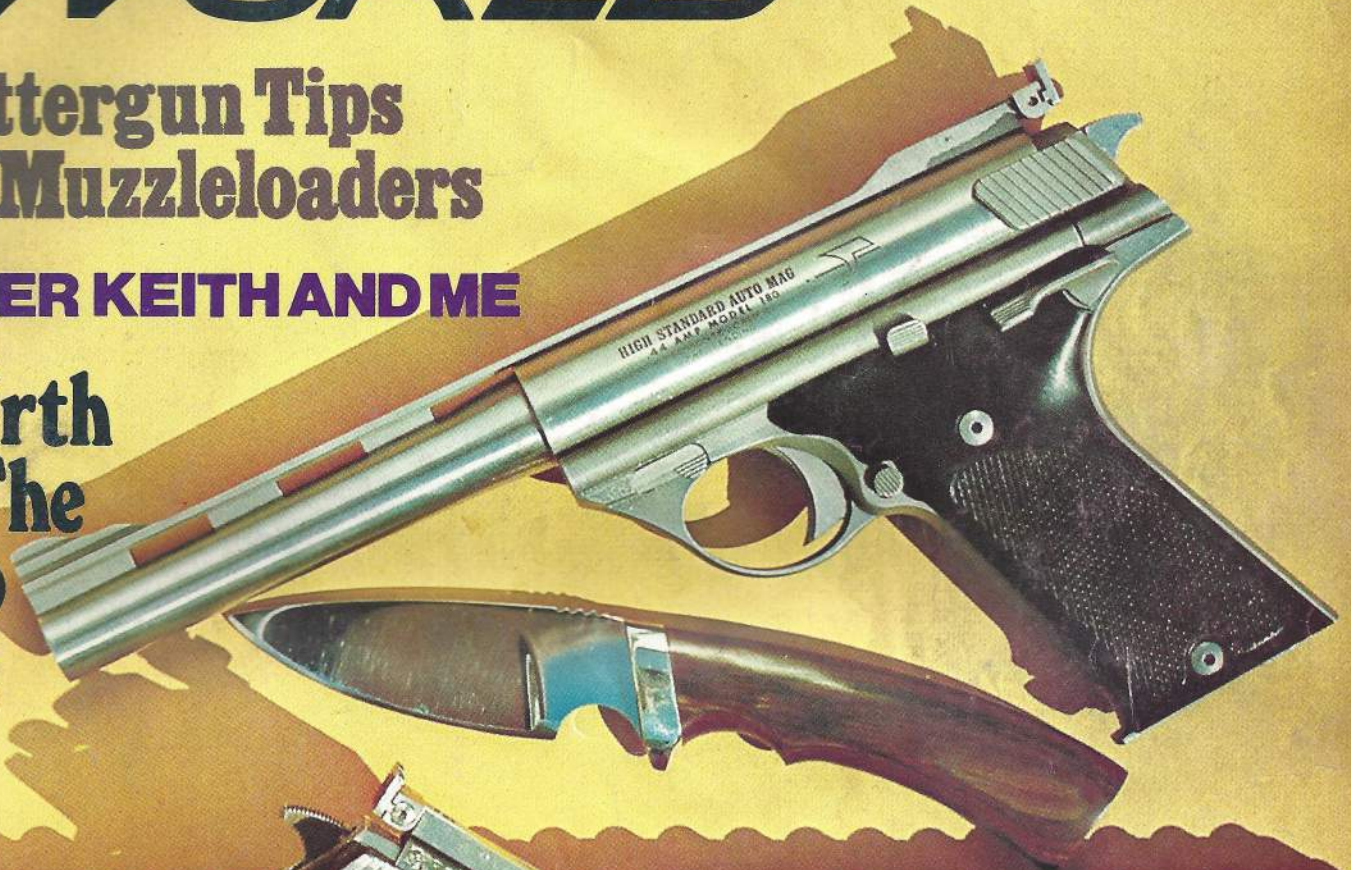
JULY, 1974
75 CENTS

47592

Scattergun Tips For Muzzleloaders

ELMER KEITH AND ME

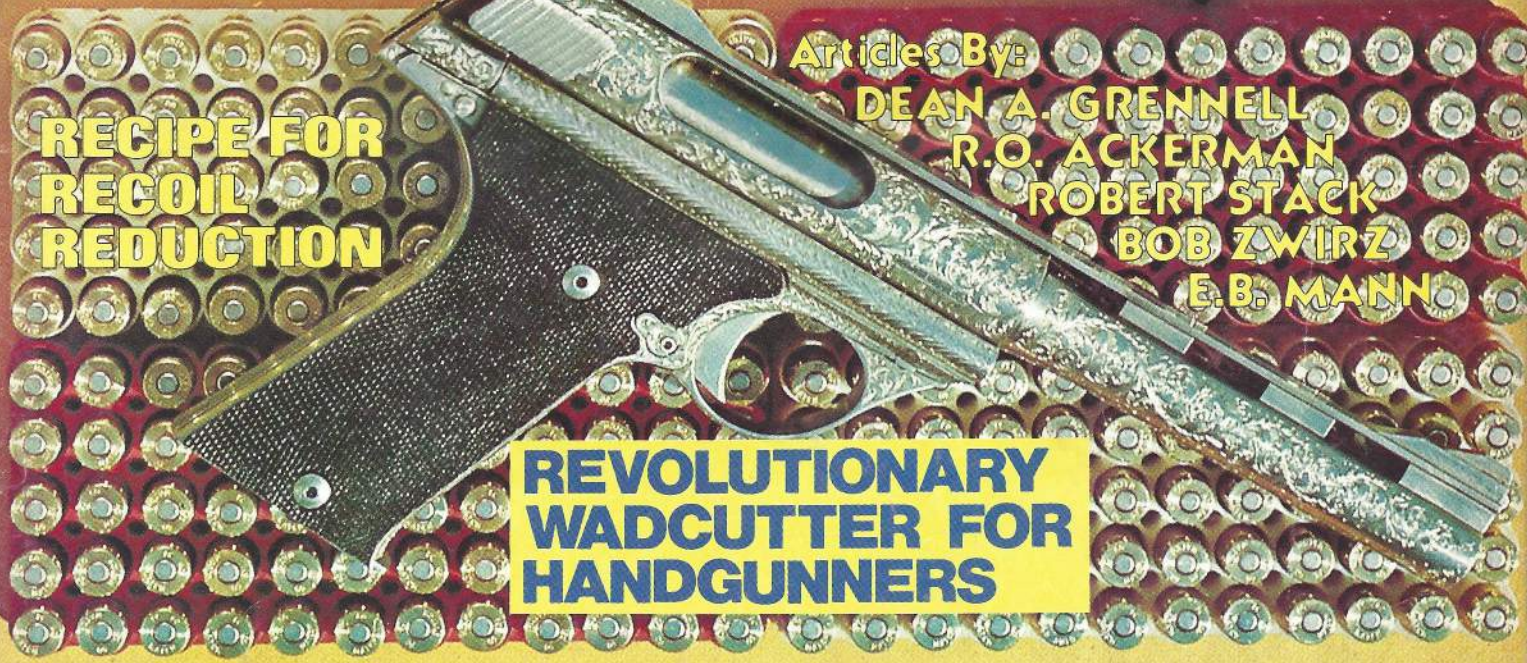
Rebirth Of The Auto Mag



RECIPE FOR RECOIL REDUCTION

Articles By:
**DEAN A. GRENELL
R.O. ACKERMAN
ROBERT STACK
BOB ZWIRZ
E.B. MANN**

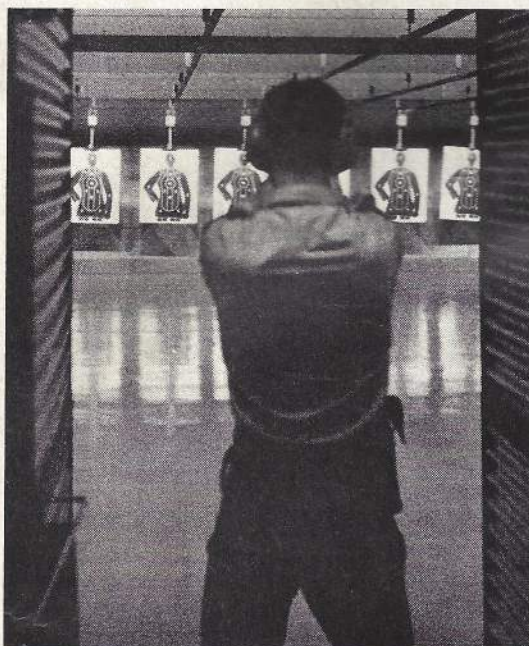
REVOLUTIONARY WADCUTTER FOR HANDGUNNERS



GUN WORLD

VOL. XIV, NO. 11

JULY, 1974



ON THE COVER: Good news for handgun hunting enthusiasts is the rebirth of the big Auto Mag pistol, courtesy of High Standard, as detailed on page 50. One of the High Standard autos is shown, with the ornately engraved production prototype. The knife is the High Country Hunter pattern of Track Knives by Ithaca Gun Co. Photo by Dean A. Grennell.



FEATURES:

THE MONTREAL '76	Howard Goldberg	18
THE FORGOTTEN CALIBER: .38 S&W	Dave Corbin	26
ELMER AND ME	Ralph D. Conroy	34
BLACK POWDER FOR SHOTGUNNERS	Major R. O. Ackerman	38
RETURN OF THE AUTO MAG	Dean A. Grennell	50
A MATTER OF PRECISION	Bob Zwirz	54
HOW TO REDUCE RECOIL	Jeff Michaels	66

DEPARTMENTS:

SCATTER SHOTS	8
THE MANN SAYS	13
TECH TIPS	14
RELOAD CLINIC	16
SHOTGUNNING WITH ROBERT STACK	23
FIRING LINE	44
COLLECTOR NEWS	60
GUN SPOTS	62
SHOOTERS SHELF	72

EDITORIAL DIRECTOR: Jack Lewis
 MANAGING EDITOR: Dean A. Grennell
 EASTERN EDITOR: Bob Zwirz
 PRODUCTION EDITOR: Bob Springer
 ASSOCIATE EDITORS: Chuck Tyler
 Mark Thiffault

ART DIRECTORS: Andy Grennell
 Pat Hopper

PRODUCTION COORDINATOR: Judy K. Rader
 PRODUCTION ASSISTANT: Wendy L. Wisheart
 SHOTGUN EDITOR: Robert Stack
 TECHNICAL EDITOR: John Dewey
 GUNSMITHING EDITOR: Ralph T. Walker
 BIG GAME ADVISOR: Elgin Gates
 COLLECTOR EDITOR: John R. Hansen, Jr.
 BLACK POWDER EDITOR: R. O. Ackerman
 ADVERTISING DIRECTOR: Robert Arsenault
 ADVERTISING COORDINATOR: Jan Sabata
 CIRCULATION MANAGER: Barbara Siminuk
 MARKETING DIRECTOR: Lindley Richardson
 PUBLISHER: Jack Lewis



GUN WORLD Magazine, Capistrano Beach, California 92624 Tel: (714) 493-2101

Opinions expressed herein are those of the authors, and do not necessarily reflect the policy of Gallant Publishing Company.

GUN WORLD, U.S. Copyright 1974. Published monthly by Gallant Publishing Company, Inc., 34249 Camino Capistrano, Capistrano Beach, California 92624. Second class postage paid at San Clemente, California, and additional mailing offices. SINGLE COPIES 75 cents. SUBSCRIPTION RATES: U.S. Canada and possessions, one year \$7.50; two years, \$12; three years, \$16. Foreign countries, one year, \$8.50; two years, \$14; three years, \$19. (Make all checks payable in U.S. dollars.) CONTRIBUTIONS: Material returned only if stamped self-addressed envelope enclosed. Not responsible for unsolicited manuscripts. All manuscripts and photos should be sent to GUN WORLD, Box HH, Capistrano Beach, California 92624. CHANGE OF ADDRESS: Give six weeks notice. Send both NEW address and OLD address imprint from recent issue to: GUN WORLD, Box HH, Capistrano Beach, California 92624.



THE DAY MAY come when gun collectors concentrate a degree of attention upon acquiring a complete run of representative Auto Mag pistols and, though hardly half a decade has elapsed since the introduction of this remarkable hip-howitzer, a dedicated completist collector could expend considerable funds and effort, even now.

The Auto Mag detonated upon the handgun scene in the tag-end of the Sixties, with copious fanfare and commotion. As seems to happen rather often with new guns — and especially with new autoloading guns — the progression from prototype to production flow was fraught with difficulties and delays. The Auto Mag was beset with more than its fair share of sticky wickets.

Metal parts were — and are — of stainless steels and those subject to stress employ an exotic alloy containing titanium. That is a mixed blessing; extremely tough and durable during use, but equally tough and durable to machine. Harry W. Sanford, the Auto Mag's designer, commissioned a full job of engraving on the first unit out of production — its serial number is HWS-1 — and the engraver broke so many tools in the operation it is doubtful that many, or any, further Auto Mags will be full-engraved.

Originally, the Auto Mag was designed around a rimless cartridge accepting bullets of .429-inch diameter, the size used in the .44 Special and magnum rounds. Brass cases were formed out of several popular rifle car-

tridges, usually the .308 Winchester (7.62mm NATO) or the .30/06 Springfield. The forming operation involved cutting the parent brass, followed by a trim to 1.298 inches, after which it was inside neck-reamed and expanded to final contours. Nominal specs, as

given in the second edition of the Hornady Handbook, show a case diameter, just ahead of the shoulder, of .470-inch, with .459-inch as the outside diameter at the neck.

RCBS, Incorporated (Dept. GW, Box 1919, Oroville, California 95965)

After Serious Growing Pains, This Booming Behemoth Makes The New Scene Via High Standard!

By Dean A. Grennell

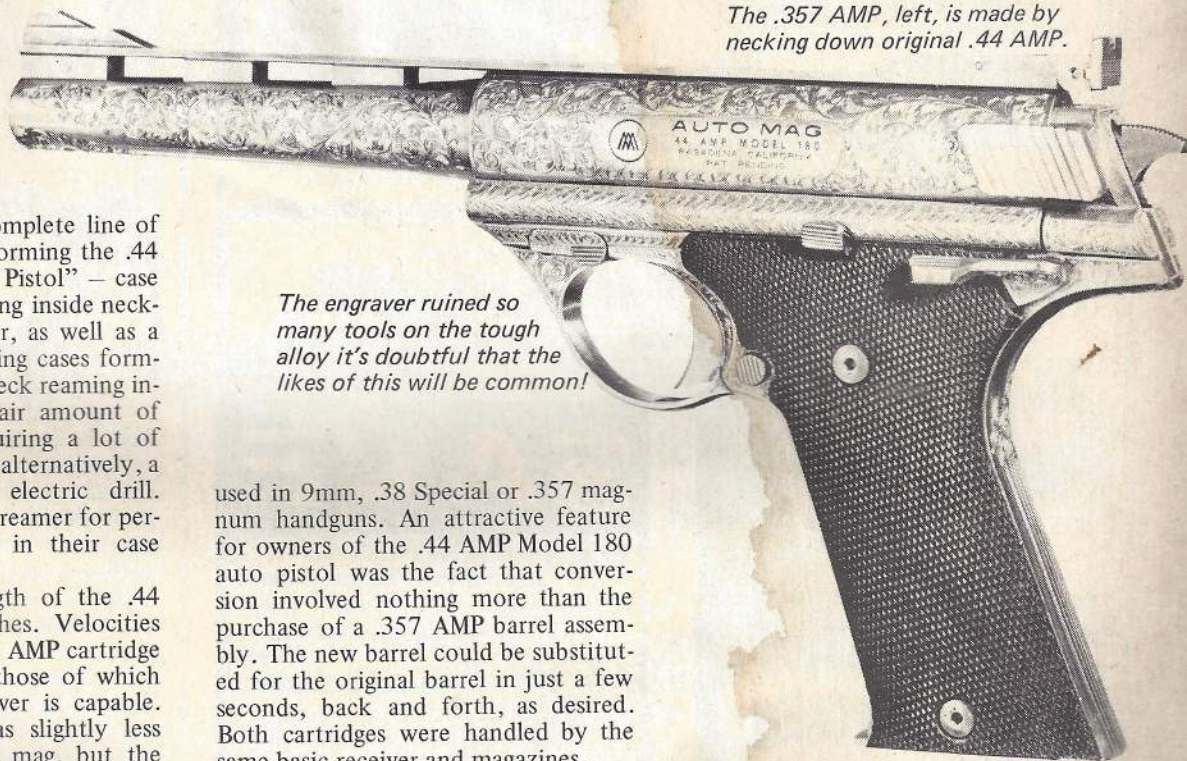
These three back issues contain extensive prior discussion of the Auto Mag and its ammo. They can be obtained for \$2, postpaid, by ordering the Auto Mag package, as noted here.



RETURN OF THE AUTO MAG



The .357 AMP, left, is made by necking down original .44 AMP.



The engraver ruined so many tools on the tough alloy it's doubtful that the likes of this will be common!

continues to offer a complete line of dies and equipage for forming the .44 AMP — for “Auto Mag Pistol” — case from rifle brass, including inside neck-reaming die and reamer, as well as a three-die set for reloading cases formed previously. As the neck reaming involves removal of a fair amount of brass, it is a step requiring a lot of patience and muscle or, alternatively, a rugged, heavy-duty, electric drill. Forster-Appelt offers a reamer for performing the operation in their case trimmer.

Standard barrel length of the .44 Auto Mag is 6.5 inches. Velocities obtainable from the .44 AMP cartridge are closely similar to those of which the .44 magnum revolver is capable. The .44 AMP case has slightly less capacity than the .44 mag, but the absence of a gap between cylinder and barrel makes up for the difference.

A basic discussion of the original .44 Auto Mag appeared in the June, 1971, issue of GUN WORLD, with an article on reloading the .44 AMP round in the November, 1971, issue and a follow-up on the reloading of the .357 AMP in the April, 1972, issue. All three issues are available and readers wishing to review our previous coverage of this gun and its cartridges may obtain the complete set at a special price of \$2, postpaid, by ordering the “Auto Mag Package” from GUN WORLD, Box HH, Capistrano Beach, California 92624.

The .357 AMP represented the first major variant upon the original design. Its ammunition was a necked-down version of the .44 AMP, accepting bullets of the .355-.358-inch diameter, as

used in 9mm, .38 Special or .357 magnum handguns. An attractive feature for owners of the .44 AMP Model 180 auto pistol was the fact that conversion involved nothing more than the purchase of a .357 AMP barrel assembly. The new barrel could be substituted for the original barrel in just a few seconds, back and forth, as desired. Both cartridges were handled by the same basic receiver and magazines.

As with the .44 AMP, RCBS, Incorporated, markets a complete line of dies and equipment for making up and reloading brass in the .357 AMP caliber, starting with factory cases or military rifle brass.

A limited amount of factory cases and loaded ammunition has been produced by the firm of Cartuchos Deportivos de Mexico, S.A., in Cuernavaca, Morelos, Mexico. The headstamp is CDM over .44 AUTO MAG. Cases for the .357 AMP can be formed by a single pass into the full-length resizing die of that caliber, as supplied by RCBS, and do not require inside neck-reaming, as with military rifle cases. It should be noted that large pistol primers are recommended for reloading either the .44 or .357 AMP, not large rifle primers.

Early in 1974, it was announced

that manufacture and distribution of the Auto Mag pistol would be taken over by The High Standard Manufacturing Corporation (Dept. GW, 1817 Dixwell Avenue, Hamden, Connecticut 06514). One of the early production units of the High Standard Auto Mags is shown in the accompanying illustrations, as well as on the front cover. Full details as to price, delivery and other specifications are available on request from Don Mitchell, at the address given.

In the meantime, an organization for aficionados of the big auto is under formation. To be known as the Club de Auto Mag Internationale, Incorporated, it can be reached for further details at P. O. Box 400-GW, Shelbyville, Indiana 46176. All of which points to the probability that, once again, the Auto Mag business is booming! ●