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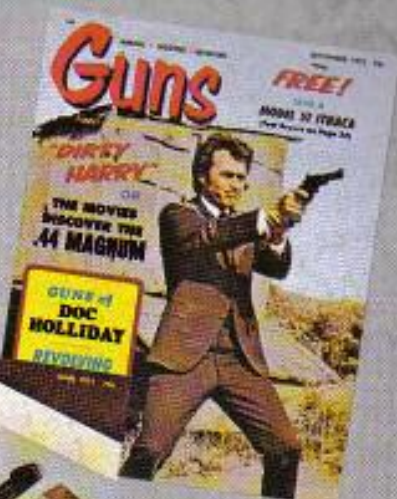
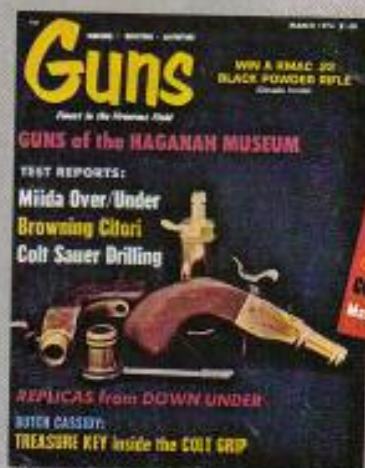
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Return of the AUTO-MAG



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GRAND PRIZE

Club de Auto Mag Internationale, P.O. Box 400, Shelbyville, Indiana 46176, is the donor of a standard TDE .357 Auto Mag, Mag-Na-Ported, with custom grips.

RETURN of the AUTO MAG ...and it's Here to Stay

By MAJ. GEORGE C. NONTE

AUTO MAG is a name that rouses considerable emotion in some respects. If you doubt the strength of that emotion, bring up the name to one of the people who paid full price in advance for an Auto Mag several years ago, and never received a gun.

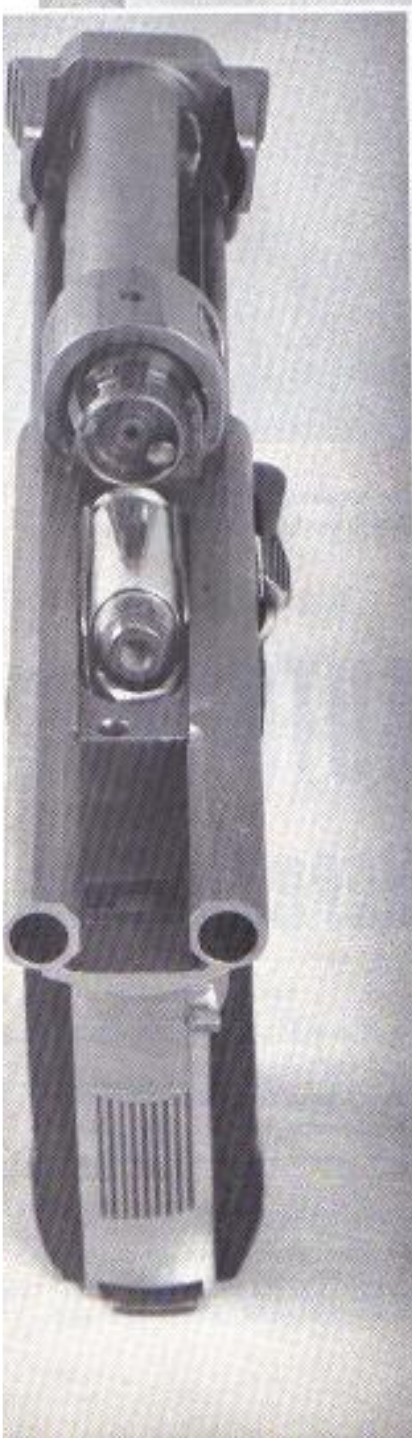
The original Auto Mag Corporation *did* go bankrupt, and many customers did lose money as a result. Fortunately, those who paid only the small initial order deposit did get it back. Those who made additional deposits or paid full price were the ones who lost.

Following the bankruptcy, T.D.E., Inc., purchased the physical assets of Auto Mag, including unfinished guns and parts for quite a few guns. It is from the latter that Auto Mag pistols marked T.D.E. were assembled and have been more or less available in limited quantities for the past couple of years.

T.D.E. accomplished this by retaining Harry Sanford, original designer of the Auto Mag, to produce guns from original parts. I've visited the well-equipped plant where this was done and was quite impressed with Sanford and



Above: From prototype to L. E. Jurras Custom Model 100. Note barrel and grip change. Left: Bolt seen at front, ready to drive in a round.



his operation. Since then, though, in mid-late '74, the T.D.E./Auto Mag operation was refinanced, and retooled for complete new-gun production. Minor engineering changes were made in some parts of the gun and are incorporated in the new tooling. As a result of this and consumption of original parts, Auto Mag pistols made from this writing onward will be entirely new production.

As before, production will be completely under the control of Harry Sanford, who knows the design's development better than anyone else.

Then, in September last, completely new arrangements were made for Auto Mag sales and distribution. Lee Jurras, president and founder of Super Vel Cartridge Corp., and a long-time Auto Mag aficionado, signed an exclusive world-wide sales and distribution agreement for all Auto Mag pistols. A new Company, Lee E. Jurras and Associates, Inc. (P.O. Box 163, Shelbyville, Indiana, 46176), was formed for that specific purpose and is operational as of this writing.

All future Auto Mags will carry the basic T.D.E. markings, but will also be emblazoned with the lion's head trademark of L.E.J. Assoc.

This company will not only handle *all* new Auto Mag pistols, but has assumed warranty and parts supply responsibility for all existing Auto Mags, whenever and wherever made. The L.E.J. Assoc. facility in Shelbyville will also supply new parts, caliber conversion kits and spare barrel assemblies, custom grips, magazine loaders, a specially-built line of holsters, ammunition (from Super Vel) and components. Customizing and tuning services will also be available in-house, on either new guns or on older specimens returned for the purpose.

For the time being—until expansion can be accomplished—new-gun produc-



Lee Jurras, President of Club de Auto Mag Internationale and of Super-Val, now exclusive distributor of the Auto Mag, shown here with a Blesbok taken in South Africa during testing of the .357 AMP Auto Mag.

tion will be on the order of 250 units per month. Only the basic model, with 6½-inch barrel, ventilated rib, adjustable sights, black grips and plain finish will be available in .357 AMP and .44 AMP. Holding to standard guns will assure maximum production and shorter delivery times.

Soon, though, the basic gun will be offered in .41 JMP caliber. This is the .44 AMP case necked down to use a .410-inch diameter bullet weighing nominally 170 grains. Velocity and energy of this cartridge will be comparable to the existing .357 and .44 AMP, and will be substantially above that of the standard .41 Magnum revolver loadings.

In the beginning, the .41 JMP will be offered only in the special L.E.J. Model 100 variation, of which only 100 units will be produced. This gun will match the existing L.E.J. M100 guns in .357 and .44 AMP calibers, and will be specially numbered and marked to match. Owners of those guns will be given preference on .41 orders in the event they wish to keep their sets complete.

Jurras also tells us he and Sanford are also working on a new .45 caliber cartridge for the Auto Mag pistols, but it is some distance in the future. Don't expect it soon.

In any event, the Auto Mag is now again in new production, albeit in limited numbers, and there is a separate autonomous organization handling all sales and distribu-

tion. The hopeful Auto Mag buyer no longer hustles through Shotgun News ads to locate a source. Instead, he simply instructs his favorite local dealer to place an order with L.E.J. Assoc. for the gun he wants. The dealer buys direct from Jurras at standard trade discounts on a first-come, first-served basis. There is no other middleman.

How much will a new Jurras-distributed Auto Mag cost? Recommended retail price is \$495 for the standard model in .357 or .44 AMP as now available.

Is the gun worth that much money? To some people, no—to others, definitely yes. It's a highly specialized autoloading pistol with features and characteristics not found in any other make or model. In .44 AMP it is the most powerful production handgun in the world—in .357 AMP it produces the highest velocity, flattest trajectory and best long-range accuracy of all true handguns.

Discounting cut-down rifles and rifle-style single-shot pistols chambered for essentially rifle-type cartridges, those levels of performance cannot be obtained in any other one-hand gun or in any other cartridges.

Essentially, then, the Auto Mag is the world's most potent of handguns, the aristocrat of hunting handguns.

As such, both it and its ammunition were designed

(Continued on page 54)

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Arms, has the same overall length of 13 1/4" and features the original 7 1/2" barrel. The only alterations, besides the use of modern metals, are the absence of the lanyard loop and the inclusion of the hammer-block safety now incorporated into most single actions as the result of the Government/H.P. White Laboratories hammer drop tests. The safety notches, initiated in the cylinders of the late Remington percussion models and featured in the original 1875s, are still in evidence, making the Replica 1875 Army a true 'six-shooter', rather than the customary five-shot.

The Replica Arms pistol is blued with color case-hardened frame and

loading gate, featuring a brass trigger guard with two piece walnut stocks and the original percussion style sight.

In .45 Long Colt, .44-40 or .357, it is fully capable as a hunter's handgun; and, the smooth action would lend itself well to a quick draw gun of some uniqueness.

Depending on condition, an original 1875 Remington Army could range in price from \$150-\$400, or perhaps higher. Replica Arms' faithful reproduction, a good buy to any shooter's thinking, looks even better when one considers a price tag of under \$175.00. It isn't often history gives a fine firearm a second chance like this.

RETURN OF THE AUTO MAG

(Continued from page 35)

purely for hunting, to include the biggest game any prudent (or not so prudent) man might consider taking with a pistol.

That makes it well worth the price to the fellow who fancies going after big game or long-range varmints with a short gun.

And, it should be mentioned that this high performance level does not exist just on paper. I watched Jurras make a clean antelope kill at 217 yards in New Mexico; we also took a dozen head of plains game, large and small, in South Africa last year; and earlier in '74 Bob Brown used an Auto Mag successfully in Africa. Moose have been Auto Magged in Alaska, and as this is written, I know of at least one Auto Mag that is going to Africa to bust a lion, and another that will likely take a big Kodiak bear before many months pass.

In short, Auto Mag gun and cartridge performance doesn't exist just on paper; it has been and is being proven all over the world on all sorts of game usually considered only for rifles.

Mechanically, the Auto Mag has been covered in detail in several publications, as well as here in GUNS. The basic design borrows proven principals of operation from several guns of the past, develops them farther, then combines them in an unusual manner. It utilizes the rigidly-joined barrel and barrel extension of the Luger and Mauser, mounted slideably upon the frame or receiver. But then it borrows from rifle practice with a multi-lugged bolt rotating to lock into the extension—with rotation supplied during recoil by a pin attached to the frame and passing

through a cam slot in the bolt. Uniquely, upon field-stripping, the bolt remains attached to the frame, while barrel and barrel extension slide forward and free.

The Auto Mag is the only handgun in production fitted with an accelerator to give the bolt greater rearward velocity. Such a device is generally associated with machine guns and is found in only one other handgun, the discontinued Lahti of Finland and Sweden. This accelerator makes it possible to use the rotating-bolt system and short-recoil design with high-pressure cartridges in a handgun. While the Auto Mag is massive and heavy for a pistol, its recoiling parts are relatively light (especially the bolt) compared to the usual long gun employing the same basic systems—thus the accelerator is needed to provide surety of functioning.

Another feature unique to the Auto Mag is the method by which the manual safety lever is depressed (disengaged) to release the slide stop and allow the open bolt to run forward, chamber a round and lock. Yet, there is provision for manual engagement of the slide stop to lock the action open whenever desired.

Admittedly, the Auto Mag is big and heavy—massive is a better description—this is often considered a disadvantage for a handgun. But, this gun was designed primarily as a hunting arm where weight and size are turned to advantage in the form of better ballistic performance, greater accuracy, lessened recoil and the like. In summary, it appears that after much trial and travail, not to mention controversy, the Auto Mag has finally arrived.