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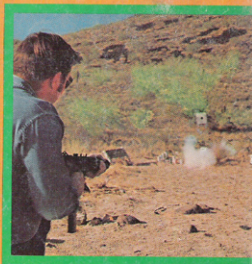
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The M-11 Ingram is stamped "9mm Auto," but is chambered for cartridge known in the USA as .380 Auto.

INGRAM - The Fast-talking Gun

With Their 1200 RPM Cyclic Rate,
The Sound Effect Is Like Donald Duck Stuttering!

By Art Wesley

AT SOME POINT in WW-II – probably fairly early – it was decided that the M1A1 Thompson was less than ideal as the service submachine gun. It was heavy, bulky, had a fairly high cyclic rate of fire and, perhaps the most serious flaw of all, it was expensive and time-consuming to produce.

So the word went out to firearm designers that the U.S. Government was interested in a new design of submachine gun. Several designs were submitted, including the United Defense

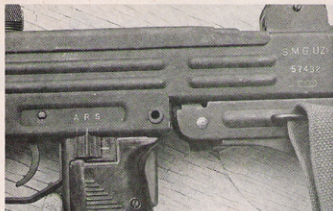
gun, the 9mm Thompson and the M-6 Ingram. The winning design was the M-3, almost universally referred to as the grease-gun.

In all fairness, the M-3's nickname is justified, since its resemblance to a device for pressurized lubrication is much closer than to any other firearm of that era. In the years since then, numerous other submachine guns have been constructed around sheet metal stampings to expedite production and hold unit cost down. Several full-auto arms of other countries used the same

approach, including a few that preceded the M-3.

Gordon Ingram's M-6, like its rival, the United Defense, probably finished out of the money in the big sweepstakes due to excessive excellence, as much as anything else. The M-6 Ingram used a tubular receiver and sheet metal plates to enclose the sear mechanism – rather than the traditional milled steel forgings – but its butt stock, pistol grip and forend were of wood.

True, the wood was pretty stark –



As discussed in the text, Israeli Uzi submachine gun has an efficient safety design. Rearmost - S - is safe, R in middle is semi-auto and A position puts it in full-auto.

obviously formed from flat planks, rather than the handsome sculpturing of the commercial and even the military Thompsons - but the cost factor of all that woodwork must have been a handicap.

The M-3, as adopted in the final year or so of WW-II, had a pistol grip formed of two sheet metal stampings and a collapsing wire butt stock that sometimes collapsed on its own initiative.

It's intriguing to speculate as to

With its 16-round magazine in place and wire stock folded and telescoped, the M-11 is not much larger than ordinary handgun. Carrying strap aids in controlling it on full-auto.



whether or not gun designer Gordon Ingram may have worked up five models pre-dating the M-6; if so, the details have eluded my research efforts. The M-6 was not a total loss, since numerous specimens were made up and sold to various police agencies and to governments of several other countries, most of the latter in South America.

Ingram had presumed - correctly, as it turned out - that the U.S. did not want a vertical pistol grip on the

forend, although the rival National Defense entry carried this feature. Ingram's military M-6 had a horizontal, rifle-type, forend and its exposed metal surfaces were sand-blasted to a matte finish, then parkerized.

Included with the military M-6 was a bayonet that has to be among the least picturesque such gadgets ever offered. It consisted of a plain piece of rounded rod, about eight inches long by three-eighths-inch thick, threaded at the rear to be turned into a matching threaded socket below the muzzle. The point of the spike bayonet was a four-sided pyramid pattern.

By contrast, the commercial version of the M-6 was considerably less spartan than the military entry. It still wouldn't win any beauty contests against the Thompson, but the police patterns have fairly attractive bluing on the metal surfaces and a vertical grip on the forend, reminiscent of the Thompson models of 1921 and 1928.

The Ingram M-6 has been discontinued from production for many years and J. Curtis Earl - the machine gun dealer from Phoenix, Arizona - reports that it's coming to be considered a choice and desirable collector's item by those who specialize in full-auto firearms. The military version is much scarcer than the police type and is more sought-after for that reason.

Again, it's a matter for speculation as to whether Gordon Ingram designed an M-7, M-8 or an M-9. There is an M-10 and an M-11 - both still in production - and Earl, who has a dealership for them in ten Western states, has no data as to designs that may have been stillborn between these and the M-6.

The M-10 Ingram is somewhat larger than the M-11 and is offered in a choice of two calibers: the .45 ACP and 9mm Parabellum (Luger). The magazine is of the staggered-column design, having a capacity of thirty rounds in .45 ACP or thirty-two in 9mm Luger.

The M-11 Ingram is similar to the M-10, but smaller and is chambered for the .380 auto cartridge. The designation on the side of the M-11 receiver is 9mm, which might cause confusion. However, the .380 auto fires a bullet of the same diameter - about .355-inch - as that of the 9mm Parabellum and, in most other countries, the .380 is called the 9mm short, substituting the word meaning short in the given language.

Magazines for the M-11 Ingram are offered in two sizes, holding sixteen and thirty-two rounds.

Both the M-10 and M-11 Ingrams have an over-riding bolt design and five-inch barrels. Both have the maga-

zines inserted in the lower end of the pistol grip, in a manner similar to that of most auto pistols. In fact, with the wire stocks folded and telescoped, both the M-10 and M-11 have the appearance of somewhat bulky pistols.

The individual price of the M-10 or M-11 is about \$155, including one magazine. Additional magazines are about \$15 each, being the same for both of the sizes available for the M-11.

If the purchaser is not a licensed dealer in machine guns or not a tax-supported agency — such as a police department — a federal transfer tax of \$200 must be paid at the time the gun is sold and registered to the new owner.

Though it's not known too widely, that's about all the complications involved in becoming the owner of a live, functional machine gun in many states. The U.S. Government will not register a full-auto firearm to residents of those states having laws specifically forbidding such ownership by their citizens.

California, for example, requires a state permit for acquisition of a machine gun by one of its citizens and, for all purposes, this is about the same as a law against such ownership, since

few permits have been obtained. New York State, not surprisingly, has stringent regulations on full-auto guns, as do several other New England states. Georgia has a rather ambiguous state law saying that no Georgia citizen shall own an unregistered machine gun. The Federal Government chooses to interpret this as meaning that no machine gun shall be registered to a resident of Georgia.

There are, however, many states in which a citizen, over the age of 21, with no record of a felony conviction, can purchase an operational machine gun through the payment of the \$200 tax on the transfer at the time of registration. The tax is payable on each item of equipment in the covered category.

For example, the M-10 and M-11 Ingrams are offered with a silencer that, apart from its usual function, serves usefully as a barrel extension that can be held in firing the gun, much as you'd hold a forend of a rifle or shotgun. The individual price of the silencer is about \$125, according to Earl, who points out that a private citizen would have to pay the \$200 trans-

fer tax on the silencer as well as another \$200 tax on the gun, itself. Which would bring the total tab to somewhere in the neighborhood of \$680 for the M-10 or M-11 with silencer, if bought by a private party in those states permitting such sales.

Since a police department or other tax-supported agency is not liable to the payment of the \$200 transfer tax, nor for the Federal excise tax, state sales tax and similar add-ons, the cost to them would be substantially less. Purchase in quantity could result in a significantly lower cost per gun and/or silencer, too.

Both the .45 ACP and .380 auto have muzzle velocities well under the speed of sound — which is roughly 1150 fps — and thus, a silencer for these calibers can be reasonably effective. Most 9mm Parabellum ammo has velocities close to or above the 1150 fps level and, as a result, the noise of the bullet passing through the air makes considerable sound that is not affected by the silencer, no matter how efficient it may be.

One ammunition company — Super
Continued on page 70



M-11 with stock extended for optimum control in aiming. A 32-round magazine is available if additional capacity is needed.

This M-10 Ingram is chambered for the .45 ACP cartridge but a version can be had for the 9mm Parabellum, if preferred. The magazine, not shown here, holds 30 .45 ACP or 32 9mm Luger and is inserted in the pistol grip, as in M-11, above.

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INGRAM

Continued from page 31

Vel — offers a sub-sonic loading of the 9mm Luger cartridge that has ample power to operate the mechanism of the M-10 Ingram of that caliber and, with this ammunition, the noise of firing, whether semi-auto or full-auto, is greatly reduced when the silencer is installed.

Such muffling can be of considerable strategic value in modern police work. Not only does it decrease the likelihood that a suspect can pinpoint the location of the policeman from the sound of his firing, but it reduces the amount of commotion that can draw crowds of spectators and such bystanders can pose a severe problem in typical shoot-out situations.

The typical cyclic rate of fire, on full-auto, is the same for the M-11 and

both calibers of the M-10: a remarkably rapid 1200 rounds per minute, which is to say, twenty shots per second. This characteristic can be valuable in certain situations. For example, if it became necessary for the officer to enter a room in which several armed suspects were waiting, the "room-broom" effect of the Ingram's high cyclic rate might give him an edge not provided by submachine guns operating at slower rates. Admittedly, it would be a most unusual situation that would warrant such burst-in-and-spray tactics which, typically, would be encountered more frequently in military operations.

A more pertinent and probable employment of the Ingram's rapid rate of full-auto fire would be against high-speed vehicles, as in a road block, where the slower firing rate of conventional submachine guns would mean fewer hits in the brief time available and a corresponding decrease in the chance that one or more of the

The M-11 being fired with its 32-round magazine in place is being held down by the front carrying strap. Available is an efficient silencer that can be screwed to the muzzle, serving a function similar to that of a rifle forend. Even the .380, unmuffled, at 20 per second, makes a loud racket!



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Fire selector is on left side of both M-11, above, and M-10 and must be pivoted in half-circle to change from semi to full-auto.

shots would have the intended effect. While the M-10 and M-11 have several good points, such as a good record of reliability and accuracy within their limited range — generally taken to be about fifty yards — there are a few points of design that could benefit from improvement.

Paramount among these is the matter of operating controls. The fire selector is a lever on the left-hand side of the receiver; it must be turned 180 degrees in changing the firing mode from semi to full or back again. The safety is a sliding catch on the lower right-hand edge of the receiver.

As a result, in bringing the gun into firing readiness, the operator must choose between semi-auto and full-auto, checking to verify the selector lever is in the proper position and this almost requires visual verification unless the shooter is thoroughly familiar with the gun. Then, as a separate operation, the safety must be moved from safe to fire position.

Several other submachine guns — the Israeli Uzi, for example — have a three-position combination safety-selector catch. The Uzi catch is on safe at its rear mark; pushed to the first notch, it's on semi-auto and on full-auto when pushed all the way to the front. Such a system requires the minimum of conscious thought.

Commercial production of the original M-6 Ingram guns was handled by a firm called Police Ordnance Corporation and the civilian models carry this as the manufacturer's name. The maker of the M-10 and M-11 is Military Armament Corporation of Marietta, Georgia, with actual production facilities being located in Powder Springs, Georgia.

Gordon Ingram is not connected with MAC at present and it is not known if he is at work on any further firearm designs. ●

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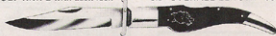
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