

L. E. JURRAS' AUTO MAG

VOL. 1, NO. 2, / MAY 1974

# NEWSLETTER

Official Publication of the Club de Auto Mag Internationale, Inc.

## SCOPE SIGHTING THE .357 AMP

by KENT LOMONT

Many people can't really take advantage of the long-range capabilities of the .357 Auto Mag without a scope. The method I use to install any good scope is as follows: One #58 Weaver bar is carefully aligned on the rib of the 6½" .357 AMP bbl. with the front of the base toward and located approximately 1.840 inch from the muzzle. The base is then marked and drilled (drill #29) to position two 8x36 screws into the middle rib, support one into the rear rib block and one into the front of the barrel extension. Then, matching holes are drilled (drill #29) and tapped into the rib as described and the base attached with 8x36 allen cap screws. Make sure the base is parallel with the axis of the bore and centrally located over it.

Then mount a Leupold M 8-2X with Duplex crosshair in low Weaver rings, making sure the scope clears the front and rear sights. At this point it is best to testfire to make sure shims are not required to put the scope on target. The shims go between the rib and base; but a neater job is obtained by carefully milling or filing the base to the angle indicated by testfiring. I'd use shims myself (steel, not brass) as they work fine and require less work. Anyway, after making sure the scope is on target, Loc-tite all screws and put epoxy under the rings to keep all tight and the scope from slipping. Set up in this manner, the scope will usually last 1,000 rounds, after which the reticle may shoot loose. The .44 AMP recoils around twice as much as the .357 and probably will break up scopes too fast to make them worthwhile for the average person. I have one with Mag-Na-Port being scoped now and will report on my findings.

The Leupold scope will withstand over 25,000 rounds on the .44 Magnum

revolver, but the recoil is much different. The Auto Mag barrel assembly moves rearward approximately .485 inch - at which point it contacts an integral lug in the frame and abruptly stops. When the bbl. stops, everything on it stops, but is subjected to a terrific strain. Hence, the short life of scopes on Auto Mags.

The added weight of the scope and bases slows down the action of the

pistol somewhat, making it less reliable with the bullets around 100 grains in weight, but is very reliable with the 125, 137, and 158 grain bullets - which are the best anyway.

The accuracy of heavy recoiling pistols can best be tested when scoped and fired from sandbagged benchrest. I use 100 pound blocks of wood fastened on the bench and set up so the barrel can

Cont. Pg. 2, Col. 1

## Rotary Bolt



by LEE E. JURRAS

The Club de Auto Mag Internationale is off and running. Membership is growing daily, and active participation is well underway. I have appointed Col. Charles Askins, well-known handgun authority from San Antonio, Tex., as director of competition. He will present a schedule of competitive events suitable for the practical field use of the Auto Mag pistol.

Competition will include both unscoped and scoped Auto Mags. Hopefully, we can talk charter member, Col. Evan Quiros, #41, into hosting the 1st annual event at his beautiful ranch outside Laredo, Texas sometime in early 1975. Awards will consist of outstanding trophies as well as cash prizes. Over 500 letters have been received in the past six weeks covering a variety of questions and suggestions. Predominantly, the letters cover the need for load data and tune-up tips, how to mount scopes, exclusive Auto Mag Club jewelry, and shoulder patches, to name a few. Rest assured that the staff members are working on all of these items plus many more.

I venture to guess at least a dozen articles are published yearly in all the more popular gun magazines concern-

ing the tuning and accurizing of that old work horse, the .45 Auto. Nevertheless, the .45 having been around some 65 years, a top pistolsmith still gets from \$300.00 to \$400.00 for a top notch combat and competition accurizing job. Although the Auto Mag is a thoroughbred in design and construction, with only three years in the field and less than 10,000 guns being used, little has been written concerning the tuning and accurizing and not all of its idiosyncrasies are known to all those concerned. Letters to the club run the gamut from "excellent gun, works beautifully", to, "mine don't work, what do I do." Have patience Auto Mag owners, if your favorite hunting handgun is not perking as well as you think it should, read on.

Most of the failures to feed or extract are typical of any Auto loader; a breaking in period, a little polishing here and there and a little common sense goes a long way in solving most of the problems. However, due to certain inherent design characteristics, certain tune-up tips will be pointed out in future issues. Starting in the next issue at least one tune-up tip, if not more, will be published by one of the staff members, and hopefully, one or two individual points will be covered in the letters to the editor.

For those individuals interested, I had 100 Zippo lighters made up with the Auto Mag emblem. These sell for \$7.50 each and are available through Club de Auto Mag Internationale, Inc. P.O. Box 400, Shelbyville, Ind. 46176, with all proceeds going directly to the club for future events.

LEJ





**WART HOG TAKEN** Bob Brown, #202, Boulder, Colorado shown with a good Wart Hog taken during a recent trip to Mozambique. L.E. Jurras, Custom Mod. 100 .357 AMP, range 65 yds. Handloads by G.C. Nonte using the Super Vel 137 gr. JSP bullet. Note: The 1st African game taken with the A.M. to the best of our knowledge.

## Attention Auto Mag Pistol Enthusiasts

If you're an Auto Mag Pistol enthusiast - there's a new club just for you - the Club de Auto Mag Internationale! A club inspired by the famous Auto Mag Pistol.

It's easy to join - and as a member, you'll receive a membership certificate suitable for framing, a member's identification card, and best of all, a monthly newsletter that's loaded with ideas, ballistics information, load data, pictures, a buy-sell & trade section, and much, much more.

Moreover, as a club member, you'll be able to participate in planned international events and gatherings. All this for a membership fee of just \$10 per year (\$15, if you live outside the Continental U.S.).

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**Editor's Note:** Sign up five new members and receive a FREE Zippo Lighter with engraved AMC emblem!

## Terminal Ballistics

by J.D. JONES

Terminal ballistics is my bag...and, the .357 AMP raises a lot of questions. The various available .357 bullets have been given a good workout in the .357 Magnum and their expansion characteristics are well known when fired from .357 wheelguns. A lesser amount of work has been done with the .357-44 round in the 10" Thompson/Center single shot. The .357/44 revolver improves velocities over standard .357 Magnum handloads so slightly it isn't worth considering as a separate round.

The 125 grain bullets in .357 caliber have been my favorite for all around use for just about 15 years now. In the .357 Magnum and .357/44, the 125 grain Super Vel HP has been my standard bullet for almost that long. Performance from both calibers have been good. The worst wound I've ever seen from a handgun using conven-

tional bullets was from a point blank hit on a boar with the 10" Thompson-Center .357/44 and the 125 gr. Super Vel JP, moving around 2100 f.p.s. - so help me (and I have two witnesses) a wisp of vapor, smoke or whatever was emitted from the entrance hole (not "steam" from the lungs). Fifteen grains of jacket were recovered from against the shoulder blade on the off side...nothing more except a few minute fragments were found. For those serious about it; six ribs were taken out by that bullet, three on each side.

In the 6" .357 AMP; CDM case, CCI Mag Primer, 28.0 grains of H-110 and the 125 gr. Super Vel HP provides about 2000 f.p.s. and positive functioning from most guns if loaded to an overall length of 1.600". Loading longer than 1.600" will result in the edges of the bullet nose dragging on the inside of the magazine. Disappointing is the fact the recoil of several shots deforms the nose of the remainder of the rounds in the magazine to an unsatisfactory condition. It's a good, accurate load and extremely de-

structive; but only load a couple in the magazine.

There is a lot of work to be done evaluating actual bullet performance on game. Let's get rolling and start those letters coming in with good, accurate descriptions of loads, actual distance, what the bullet hit (rib/shoulder-meat) descriptions of wound damage including shape of cavity, maximum diameter of cavity, depth of penetration, fragmentation, evidence of hydrostatic shock; such as, a blood clot from a ruptured blood vessel some distance from the actual wound. (Check lungs if bullet did not hit them and between muscle and spine at pork chop area.) Did the animal go down at impact... Stay down...Moved how far...Running when hit, etc. Bullet recovered... Weighed...Shed Jacket...Looked like? You get the idea. I will compile the information and see if we can make something of it. I suspect some of the poor to marginal performers in .38 and .357's will be OK when the added velocity of the .357 AMP puts them to work. JDJ



**SCOPE SIGHTING THE .357 AMP**  
Continued from page 1

be rested in rabbit ear sandbags, while both elbows are comfortably positioned on sandbags. Position of the barrel and uniformity of hold are very important for best accuracy, keep everything the same.

Cases must be of the correct length and correctly headspaced for best accuracy. Excessive headspace throws bullets all over the place. Loads that shoot 2 inches at 100 yards when correctly headspaced will shoot over a foot with excessive headspace. Too much headspace will excessively flatten primers and break extractors. I usually adjust the sizer die until the bolt just snaps shut and locks fully on a clean case, then turn it down approximately 1/20 turn more.

Powder charge is very critical for best accuracy and this will change

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with temperature. Loads worked up at 50 degrees fahrenheit will usually require one more grain at zero and one grain less at 90 for identical accuracy. Sometimes loads that work fine at 20 degrees won't shoot at all good at 20 below and require a faster or more easily ignited powder. Ball powders are more difficult to ignite at low temperature; also, as a general rule, velocity will change 1.7 f.p.s. per degree of temperature change.

The results of a recent 100 yard test will illustrate the accuracy differences as charge is varied in the .357 AMP. All cases were once fired CDM, trimmed after full length sizing to 1.296" and lightly de-burred. Primers were CCI Large Pistol Mag.: WW 296 powder with the 137 gr. Super Vel .357 bullet seated to an OAL of 1.615", very tight case fit and light crimp. All loads were fired from sandbagged benchrest and all groups measured from center to center to the nearest 1/8 inch. Five seven-shot groups with each charge were fired from the magazine and averaged to the nearest 1/8 inch. Temperature 40 degrees fahrenheit and raining.

**LOAD/ACCURACY DATA**

24 grains	5-1/2"
25 grains	4-3/8"
26 grains	2-7/8"
27 grains	4-3/8"
28 grains HOT...	10-1/4"

This is a fairly typical spread as the charge is varied for the .357 AMP. Interestingly enough, this is about the same variation found in the .44 Magnum revolver as the powder charge is changed. Notice that the 26 grain load at this temperature is decidedly more accurate than the load above and below it. Only the scoped handgun from the rest can show these differences. The 26 grain load with the 137 Super Vel is a very superior load even at extreme long range.

KL

**.357 AUTO MAG PISTOL**

**Load Data**

by **LEE E. JURRAS**

Unlike revolvers, the average auto-loader, (unless specially modified), will not digest loads from mid-range to full service. The average 9MM, .38 Super or .45 operates best with that full service load which was specifically designed for that particular caliber. The Auto Mag is no exception. The big difference being that the best working pressures for the Auto Mag run 25,000-30,000 c.u.p.'s above the designed chamber pressure of the .380 and .45 ACP and 18,000 - 20,000 c.u.p.'s above the 9MM and .38 Super cartridge.

Medium and heavy bullets in the 45,000 - 49,000 c.u.p. design range for the Auto Mag offer the optimum in recoil impulse and reliability. The H-110 and WW-296 are two of the best powders available for the .357 AMP cartridge. The loads listed below are lab tested and have been tested in numerous guns.

**.357 AMP Load Data - 6 1/2" P&V BBL.**

**125 GRAIN JHP**

20.0 gr WW 630 1740 f.p.s. 45,000 c.u.p.

**137 GRAIN JSP**

26.0 gr WW 296 1905 f.p.s. 49,000 c.u.p.

26.0 gr DH-110 1943 f.p.s. 49,000 c.u.p.

**158 GRAIN JSP/JHP**

20.0 gr WW 296 1603 f.p.s. 44,000 c.u.p.

23.0 gr DH-4227 1645 f.p.s. 49,000 c.u.p.

NOTE: Laboratory tests indicate that during the past couple of years, the burning rate for H-110 has been slowed. Conversation with Mr. Bruce Hodgdon of the Hodgdon Powder Co. tells me this is fact. If you think any H-110 you have in stock might be three years or more old, cut starting loads 20%. This older powder will not constitute a dangerous situation in the Auto Mag, but you could pierce a few primers.

LEJ

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## STOLEN

Mod. 180 S/N A00656. \$100.00 reward for information leading to the arrest and conviction of person or persons who stole this gun (and others) on Apr. 10, 1974. Can identify even w/o S/N. Contact: John W. Butler, #194-2061 Rhoda St.-Simi Valley CA 93065

## WANTED

.44 AMP, state price, condition, S/N and how stamped, Auto Mag or TDE. Write: Steve Dagley, #49 - 7901 Hampton Blvd. Lot 34, Capella Dr. - Norfolk, VA 23505

## FOR SALE

I have (7) of my L.E. Jurras, Custom Mod. 100, .357 AMP's for sale from the original 100 guns. Also have (11) of same model in .44 AMP. There were only 100 of these guns made in each caliber. S/N ran LEJ-001 - LEJ-100 in the .357 AMP's and LEJ-1X thru LEJ-100X in the .44 AMP caliber. The .357 AMP is \$487.50 plus postage and insurance. The .44 AMP's are \$499.50 plus postage and insurance. Write and send FFL to: L.E. Jurras & Assoc. - P.O. Box 163 - Shelbyville, IN 46176

Original .44 AMP, stamped, Auto Mag, Pasadena, CA., low three digit S/N, excellent condition. Price is \$550.00. Write: Maj. Buzz Chamblee, #2 - 11 Fay Dr. - Enon, OH 45323

New, empty, un-primed CDM .44 AMP cases are \$11.00 per C - Dealers \$90.00 per M. Write: L.E. Jurras & Assoc. - P.O. Box 163 - Shelbyville, IN 46176

## FOR SALE - Continued

Zippo Lighters with Auto Mag Club emblem. Post-paid at \$7.50 each. Order from: Club de Auto Mag Internationale, Inc. - P.O. Box 400 - Shelbyville, IN 46176

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## Auto Mag Safari Interest Sought

by **GEORGE C. NONTE**

The other day Lee Jurras and I were discussing some more of our plans for a handgunning safari in South Africa this coming summer. We are both eagerly looking forward to this trip, primarily because Auto Mags will comprise our main battery; rifles will be along only for emergency use by our guides.

The thought occurred that maybe there are others who would like to experience a hunt of this sort, surely there are. To go a step farther, why not organize a special "Auto Mag" safari with a few basic ground rules? Say, three or four AM shooters per group, several groups - if enough want to go, and a little competition for trophies and the like.

We wouldn't expect it to be cheap or easy, but it would be a hell of a hunt. Only a few professional hunters will take out handgunners, and even fewer countries will allow handgun use - but there are enough opportunities around the world to lay on some really impressive hunts.

If anybody out there in AMC is seriously interested in this sort of thing, let us know. Given enough people, we can work up the makings of some fantastic experiences. **GCN**

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