

L.E. JURRAS' AUTO MAG

VOL. 1, NO. 4 / JULY 1974

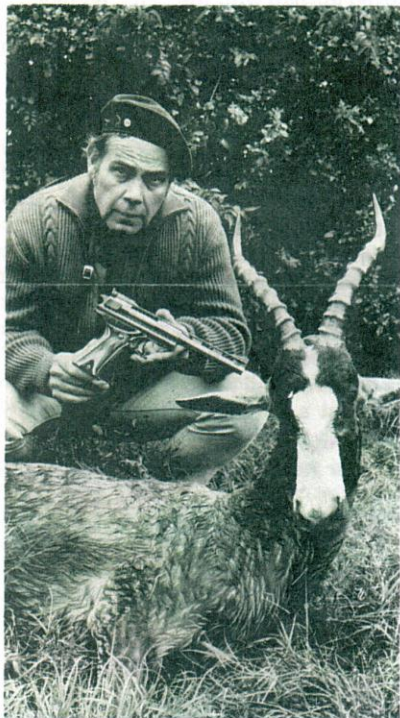
NEWSLETTER

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

SAFARI TESTS PATIENCE

by **GEORGE C. NONTE** #007

Record-book bleisbok galloping full-tilt across the rolling veldt, their white faces and polished horns flashing in the winter sun...a most impressive sight, especially when you're viewing them over the sights of a .357 Auto Mag, from a bushy hideout, trying desperately to establish the right lead for a killing shot at about 100 yards. Or, maybe the panting, breathless struggle to settle down, stop the gun from bouncing, and align the AMP sights on a big bull Kudu after running hidden, up a rocky slope to get within range. On the other hand, try some-time to squint your way into a decent



L.E. Jurras, Pres. Indiana Chapter Safari Club Int'l, poses with record class bleisbok and .357 AMP.

sight picture on a beautifully-horned impala standing stockstill and near, but framed by the flaming, setting sun so that he literally disappears when you bear down. How about sitting there, glassing the far canyon wall, gun ten feet away, and suddenly discover the best head you've seen all week popping out the bush scarcely 40 yards away?

Have those things ever happened to you? They did to us along with countless other incidents on our just completed Auto Mag hunting trip to South Africa. Some of the details will amaze you, especially how all our ammo was lost in London for ten days, and how all my guns and cameras were stolen on the way back.

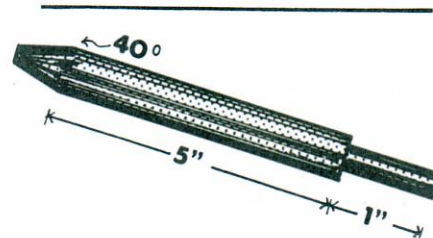
If you're interested, just stick around and we'll get you told about it, piece by piece. **GCN**

Tips For Smoother Auto Mag Pistols

by **BUZZ CHAMBLEE** #002

Many Auto Mags have a sharp edge at the rear of the chamber that causes chattering of the cartridge during the loading cycle. This chattering slows up the feed cycle, mars cartridge cases and causes gun malfunctions. The aforementioned condition is especially critical in the .44, much less so in .357. To check for this problem in your gun, just cycle several cartridges made with virgin brass through the feed cycle, allowing the bolt to snap forward from the full rearward position, then inspect the cases for lateral gouges.

To cure the problem I use a 1/2" or 5/8" wooden dowel, #400 or #600 wet/dry sandpaper and crocus cloth. A variable speed drill does the best job, but good results can be achieved without it. First, I cut the dowel to the dimensions shown in the diagram following:

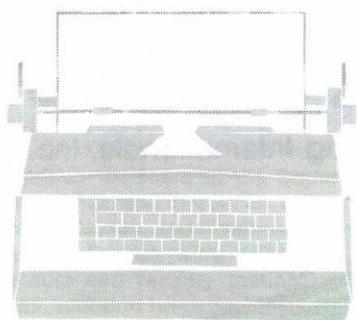


The rear of the dowel is turned down, if necessary, to fit the size of drill being used. The dowel is left at full diameter and cut to any convenient length if the job is to be done by hand. I then attach the sandpaper to the tapered end of the dowel with masking tape. Next, I remove the barrel from the frame and carefully insert the dowel through the rear of the barrel extension so that the tapered portion, which is covered with sandpaper, seats in the rear of the chamber. The dowel is then chucked in the drill and turned at a moderate RPM for a few seconds. The progress is checked and the polishing repeated until the sharp edge is slightly rounded. Using this method you will find it difficult to remove excess metal. Remember that in a 50,000 c.u.p. cartridge, you don't want to leave any more of the cartridge head unsupported than is absolutely necessary. When the desired result is achieved with the sandpaper, finish up with crocus cloth to give a very high polish to the area. Now, repeat the initial feeding test to see if you have minimized or eliminated the chatter marks on your cartridge and achieved smoother feeding. Repeat if necessary.

If your Auto Mag peels brass chips from the head of the cartridge case, as evidenced by gouges in the case heads, and an occurrence of brass flakes accumulate in the bolt head after repeated firing, then your ejector needs polishing. To accomplish this, merely remove the ejector (part #28) from the gun by drifting out the retaining pin (part #27). Then, chuck the

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Letters



Dear Mr. Jurras:

Thank you for your kind letter of June 12, 1974. I think your plans of organizing a committee by February 1975, may be looking too far into the future. There are numerous progun publications which I think would be wise to advertise through the newsletter and urge each member to join at least one. They all tell the same tale, have the same information and suggest what action proguns should take.

At the present time Detroit, itself, has gathered \$700,000.00 together for antigun campaign. They want to ban the private ownership of handguns in Michigan. New Jersey is planning, at the present time, a registration and certification for each person to purchase even ammunition, each box of ammo has to be certified again by the local police force. Furthermore, there are approximately 33 laws which will pop up in Washington right after the election. They are being held relatively quiet, at the present time, because of the elections. If we do not arouse each gun club and it's members to start immediate action to learn progun arguments and to fight unceasingly, I am afraid there will be no need for Auto Mags or any other gun clubs. There is no fun in having gun club meetings, gun shows if you don't have guns.

M. Witanowski, M.D., S.C.
Aurora, Illinois 60504

EDITOR'S NOTE:

Do any members wish to volunteer their services as: "Co-ordinator of Pro-gun Publications?"

Their job would be to furnish all pertinent information to the Auto Mag Newsletter for publication to members. Would accept a chairman and two assistants. LEJ

Dear George:

Perhaps you can help me. I have enjoyed my .44 Auto Mag but not without some measure of difficulty. My gun is one of the earlier models and has a serial number in the 300's.

When I first got my gun, I had (what I thought) some feeding problems. Subsequently, I have decided that apparently the bolt was over-rotating on release so that the counter-clockwise sides of the lugs were hanging up on the barrel lugs. Judicious honing of the bolt lugs appears to have solved this problem.

However, I now have another problem. The first, or sometimes the second shot frequently drives the clip down and out of the gun. At first, I thought the clip retaining/release pin was worn and built up the pin, but to no avail. The clip is still frequently driven out of the gun. There are no obvious works on the top of the clip indicating contact with the bolt!

My question, have you heard of this problem before? Recognizing that my description is somewhat sketchy, can you suggest an approach to fixing the problem?

Any assistance you can give me in this manner would be greatly appreciated as I enjoy and want to continue enjoying the .44 Auto Mag.

Thanking you in advance for your help.

R.H. Simonsen (#0163)
Federal Way, WA 98007

Dear Mr. Simonsen:

Your letter addressed to me at the Auto Mag Newsletter got delayed a bit in that I was not here when it arrived, but now that it is at hand I'll do my best to answer your questions. First of all, apparently you have corrected the condition of lug interference satisfactorily. At least, you're not having that problem any longer.

I have not encountered your problem of premature magazine ejection. You say you have already rebuilt the lip of the magazine catch where it engages the cut in the magazine body, so obviously adequate inward protrusion exists there. However, if the fore-and-aft length of the protruding lug [that engages the magazine] is not sufficient, and if there is also a modest amount of fore-and-aft play of the magazine in the frame, the catch can still possibly disengage during recoil. This is brought about by friction of the

bolt on the top cartridge in the magazine as the bolt moves rearward, pulling the magazine as far to the rear in the well as it is possible. Under some conditions this might allow the magazine to clear the catch and drop down. Keep in mind also that while this occurs there is considerable downward pressure on the magazine by the compressed magazine spring, transmitted by the top cartridge being in contact with the bolt.

A second possibility may be that you have done too good a job on overhauling the magazine catch. There should be some clearance between the upper edge of the catch and the lower edge of the body where it engages. If you've fitted this up so that the catch barely engages when the magazine is shoved fully home, it may at times fail to engage completely, then the shock of recoil could cause the magazine to slip past it and be ejected. Check this by inserting a magazine containing at least one cartridge in the gun with the bolt closed. Press the magazine in until the catch engages, then release it to see if it moves out of the butt any. After you have released it, it should be possible to press the magazine up against the tension of the follower spring about 1/64-inch the amount that the magazine can be moved upward with the catch engaged is an approximate measure of the amount of clearance between the magazine body and catch. And, if there is insufficient clearance here, occasionally the catch simply will not engage fully, if at all, and the magazine may be ejected under recoil. I am inclined to believe that the second probability is more likely in your case, inasmuch as you say the magazine normally ejects unintentionally when it is full or has had only one or two rounds fired. This is at the time when spring pressure within the magazine is the greatest, and when it is most likely to defeat a partially engaged catch.

I do hope that this will enable you to get your Auto Mag perking correctly.

GCN

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Use of the Classified Ad Section is free to all Club de Auto Mag Internationale members. Non-members may advertise at the following rates: To 15 words per issue - \$4.00. To 30 words - \$7.50. Please contact our Advertising Dept. for multiple issue or special display advertising rates

STOLEN

Mod. 180 S/N A00656. \$100.00 reward for information leading to the arrest and conviction of person or persons who stole the 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

BUY, SELL, AND TRADE THROUGH THE AUTO MAG NEWSLETTER'S CLASSIFIED AD SECTION.

FOR SALE

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

ORIGINAL AUTO MAG PLASTIC CARTRIDGE BOXES Postpaid at \$.75 each: Lomont Precision Bullets - 4421 S. Wayne, Ft. Wayne, IN 46807

ZIPPO LIGHTERS Auto Mag Club emblem. Postpaid at \$7.50 each. Order from: Club de Auto Mag Internationale, Inc. - P.O. Box 400 - Shelbyville, IN 46176

AUTO MAG CLIP DEPRESSOR Postpaid at \$.95 each. Available thru the following locations:

- J.C. Enterprises - 907 W. Mill St. - Ossian, IN 46777
- Lomont Precision Bullets - 4421 S. Wayne - Ft. Wayne, IN 46807
- Club de Auto Mag Int'l., Inc. - P.O. Box 400 - Shelbyville, IN 46176

LAMINATED WOOD GRIPS FOR AUTO MAG These are the same type grips used on the L.E. Jurras, Custom Mod. 100 Series. \$35.00 per pair Available thru: J.C. Enterprises - 907 W. Mill St. Ossian, IN 46777

AUTO MAG SHOULDER HOLSTER We had "Safariland" make a special run of their excellent Mod. 101 Shoulder Holster for the Auto Mag user. Both holster and clip pouch are stamped with the L.E. Jurras trademark. Mod. 6 1/2" bbl. - \$24.95; Mod. 8 1/2" bbl. - \$30.95; Clip Pouch - \$8.50. Less 10% discount to Auto Mag Club members! Send check or M.O. to: L.E. Jurras & Assoc. - P.O. Box 163 - Shelbyville, IN 46176

Pair, T.D.E. Auto Mags, consecutive serial numbers, 6 1/2 inch .44 AMP, 8 1/2 inch .357 AMP; never fired. \$1,000 or best offer by Sept. 15, '74. Write: B.J.B. Enterprises - Benj. J. Burroughs (#0016) P.O. Box 577 - Brentwood, CA 94513

Ammo for .357 AMP and .44 AMP; nine loads for each caliber, Guns, Parts, Repairs, Accessories, and Tuning. Write for brochure: Beal's Bullets - R.S. Beal, Jr. (#0152) - 170 W. Marshall Rd. - Lansdowne, PA 19050

.44 Auto Mag, orig. mfg., unfired, orig. case, papers. #A04564. FFL and Cashiers Check of best offer. Bid closing last day of the month. Contact William Schuchter - P.O. Box 1564 - Ft. Lauderdale, FLA 33302

TAPER CRIMP DIES for the .357 handloader makes existing RCBS 4-die set. Same specs as Super Vel factory die. \$7.50 each, postpaid. Write Club de Auto Mag Internationale - P.O. Box 400 - Shelbyville, IN. 46176

SERVICES

Pressure and velocity - test your favorite .357 or .44 AMP handload. Write for particulars: L.E. Jurras & Assoc. - P.O. Box 163 - Shelbyville, IN 46176

BUY, SELL, AND TRADE THROUGH THE AUTO MAG NEWSLETTER'S CLASSIFIED AD SECTION.

TIPS FOR SMOOTHER AMP'S Continued from page 1

ejector in a drill and polish the front absolutely smooth with crocus cloth. If there is a sharp corner on the face of the ejector, remove it at the same time. Then, set the ejector and spring back in the bolt and push it in and let it spring out slowly. If there is any roughness, polish out the ejector recess using a rolled up piece of #600 wet/dry sandpaper chucked in a drill. Now your ejector will work smoother and cause less wear and tear on your brass.

In the Auto Mag, the extractor is pushed over the cartridge rim during the feed cycle, rather than the cartridge rim being slipped under the extractor as in the Browning design. Therefore, it is necessary to have a very smooth functioning extractor in order to minimize the energy required for feeding, reduce the deformation of case rims, and extend the life of the extractor. To check extractor function, run your fingernail across the front surface of the extractor to feel any rough machining marks that may be remaining. Then, push the extractor

outward and let it return slowly. If either check revealed any roughness, remove the extractor pin (Part #24) and extractor (Part #25). Polish the front and sides of the extractor, by rubbing it over crocus cloth laid on a flat surface. Re-assemble with the satisfaction that you have optimized the function of another part of your Auto Mag.

The rear sight of some Auto Mags tends to stick occasionally, giving an unexplained high shot, or making it impossible to properly adjust the elevation. Usually this is the result of the rear sight retaining pin hole being drilled at a slight variation from perpendicular, or casting roughness, or both. Check for freedom of movement of the rear sight platform by pushing up on the rear sight blade. If the sight does not give and return freely, some freeing up is indicated. Notice whether the rear sight is cocked within its groove on the barrel extension. If it is, remove the rear sight assembly by drifting out the retaining pin (Part #5), then run a 1/16" drill bit through the rear sight platform (Part #6) attempting to make the retaining pin hole more perpendicular and eliminate the

cocked condition. (By the time you have broken about two bits, it should be about right). Now, stone or sandpaper the sides of the rear sight platform smooth. Re-assemble and check that any tendency of the rear sight to bind vertically is now eliminated.

The Auto Mag is hard enough to manually cock in the best of conditions. Any roughness in the action makes this chore even tougher and can help cause marginal functioning in the .357. To minimize the force required to unlock the bolt, polish the bolt rotation pin (Part #21) to a very smooth finish by holding in a vise and running a strip of crocus cloth across it in the same fashion you would use a shine cloth on shoes. To further smooth up the unlocking action, polish the camming surfaces inside the bolt helix, (Part #22). Be very careful not to remove metal or change contours, just polish the surface. This polishing can be done in numerous ways. I use a small cylindrical felt tip, white rouge, and a Dremel Moto-tool. These operations will contribute materially to smoother gun function, particularly the .357.

BC

Rotary Bolt



by **LEE E. JURRAS**

August 3rd and 4th found nine Auto Mag Club members at the Super Vel Plant. All driving in from St. Louis, Ft. Wayne, Dayton, and Pittsburg. Saturday and Sunday were consumed in pressure and velocity testing of pet loads, function firing and general bull session on the Auto Mags and their loads.

Member John Ross' pet load for the .357 AMP consisted of the following: fire formed CDM cases 80 gr. Super Vel bullet, in front of 37.0 grs. 296. This load produced 2605 f.p.s. at 53,000 c.u.p.s. from a 6½" bbl. This load is hot and not personally recommended by me although it functioned well in two different guns. With this load John gets 4" groups at 100 yds. with open sights; Kent Lomont shot a 2½" 100 yd. group with this same load in one of his scoped Auto Mags.

The Super Vel factory .44 AMP load consisting of the 180 gr. JSP/JHP bullet and a non-cannister propellant produced 1755 f.p.s. from the 6½" barrel and 1860 f.p.s. from the 8½" barrel at 45,000 c.u.p.s.

Tips for modifying and tuning Auto Mag magazines were discussed and there were as many ideas as members present. In the Sept. issue, I will do the LEJ version on "How to tune Auto Mag Magazines" with pictures for those individuals who prefer to do their own tune-ups.

We receive many letters from Auto Mag owners concerning the polishing of their guns. As a service to club members, we offer the following information:

FRAME POLISHING - \$200.00

High polish (mirror-type finish) or non-glare brushed (matches factory finish on barrel.)

BARREL POLISHING - \$ 50.00

High polish (includes matching of bolt locking lugs.)

NOTE: All guns hand polished. Rear most portion of barrel extension and cocking piece not polished unless requested; as the reflective glare interferes with sighting.

C J's GUN SHOP
2275 E. Farrand Rd.,
Clio, Michigan 48420
c/o Jerry Moran

As a foot note to the Chamblee article, "Tips for a smoother Auto Mag.":

Approximately two months ago, the factory increased the chamber diameter on the .44 AMP approximately .002 inches. This allows for better functioning during powder residue buildup. They also radius the edge of the chamber Chamblee refers to.

IN MEMORIUM

Richard W. Norton, Jr. - Shreveport, La. It is with sincere regret that we learned of the recent passing of Mr. Norton, President of the Norton Art Galleries, and Charter Member #018 of the Club de Auto Mag. Our condolences to members of the family and friends.

.357 AMP HANDLOADERS NOTE

Taper Crimp Die Now Available!

I recently designed and had RCBS make 100 special "taper crimp dies" for the .357 AMP. This makes the existing RCBS 3-die set a 4-die set. I, personally, feel this taper crimp die is a must for proper .357 AMP handloads. This die is made to the same specifications as the crimp die used in the .357 AMP Super Vel factory round. This crimp die is offered through:

Club de Auto Mag Internationale
P.O. Box 400,
Shelbyville, IN 46176

The price is \$7.50 each, postpaid.

LEJ

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