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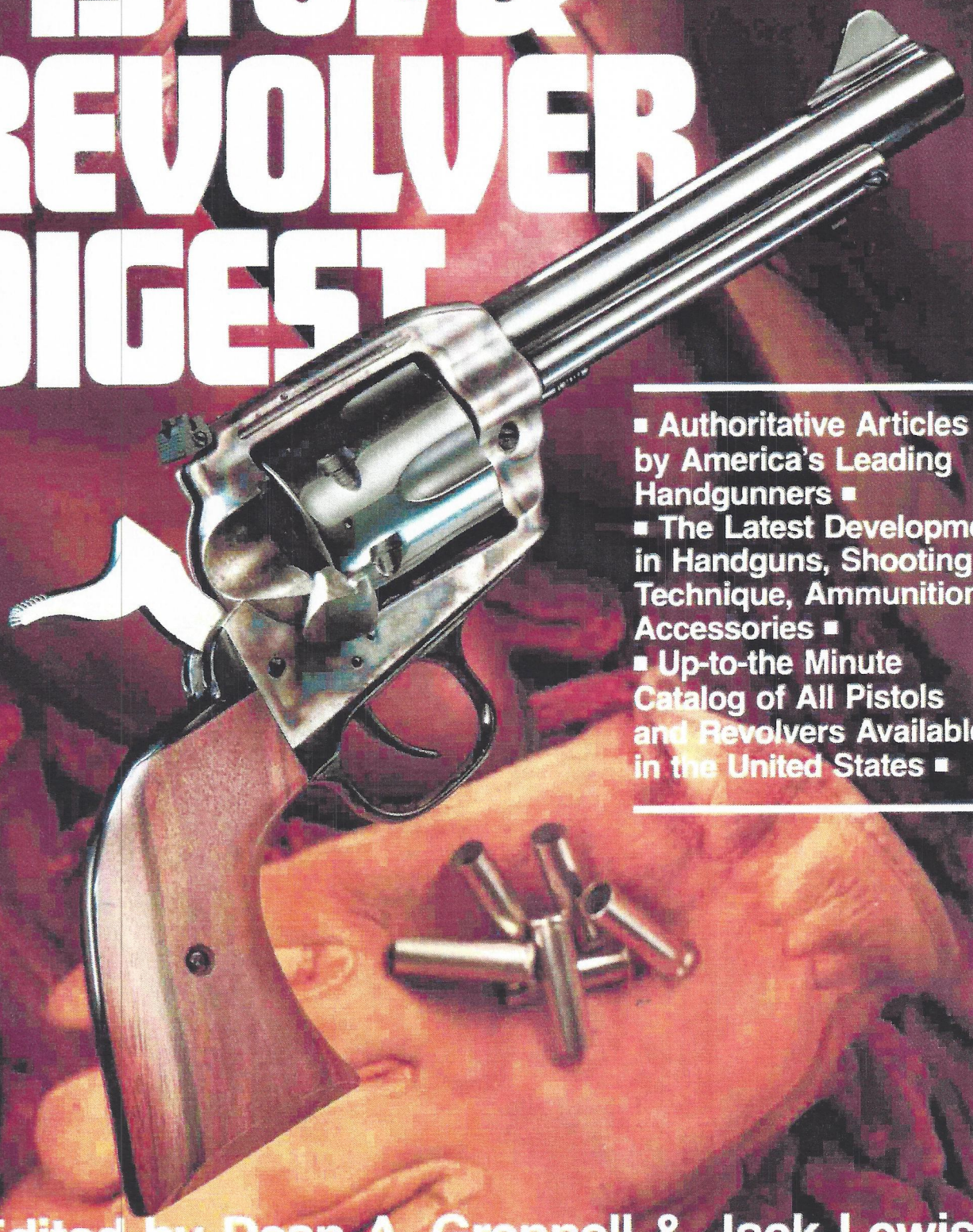
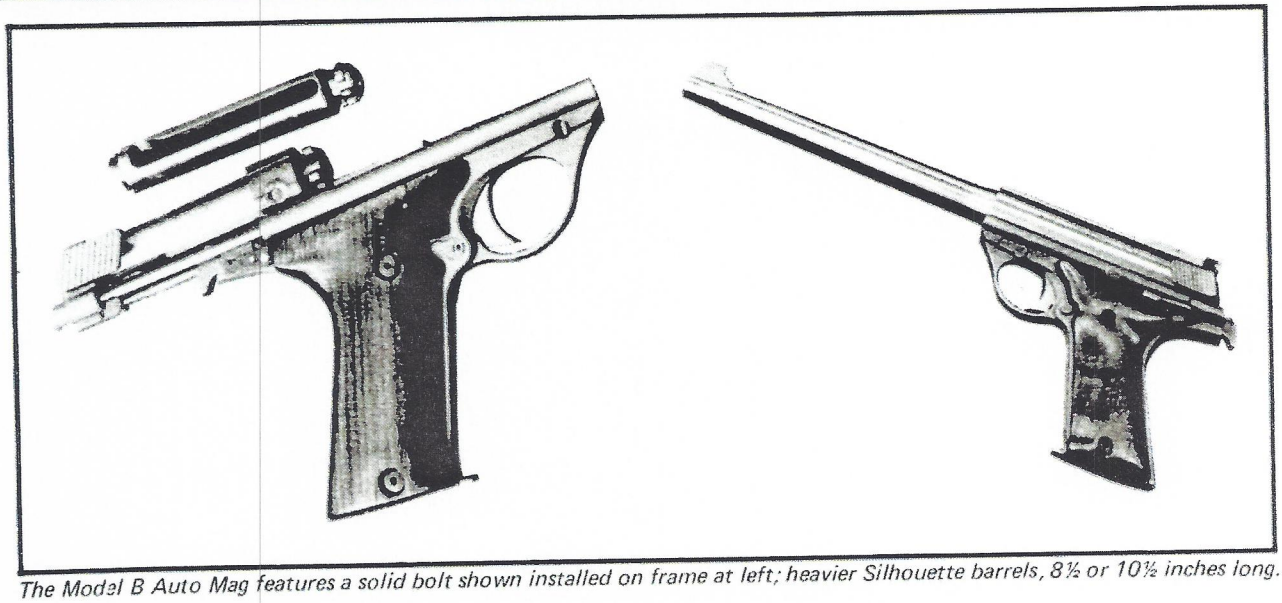


- Authoritative Articles by America's Leading Handgunners
- The Latest Developments in Handguns, Shooting Technique, Ammunition, Accessories
- Up-to-the Minute Catalog of All Pistols and Revolvers Available in the United States

Edited by Dean A. Grennell & Jack Lewis

WHATEVER HAPPENED TO

After A Two-Year Gap, The Auto Mag Is Again



The Model B Auto Mag features a solid bolt shown installed on frame at left; heavier Silhouette barrels, 8½ or 10½ inches long.

By Roger Combs

OWNING AND SHOOTING an Auto Mag pistol is a lot like owning and driving an expensive hot rod or fine sports car. It's a lot of fun, it gives you all kinds of prestige, it attracts attention but after a few hundred rounds, you have to take it down and tune it up. Those, more or less, are the words of one Harry W. Sanford, designer and manufacturer of the Auto Mag pistol.

"The Auto Mag is a hot rod. I just got tired of making it, along about 1977," said Sanford. "We've made some changes and improvements to the gun and will make about five hundred more 'Model B' pistols. When all the parts are used up, that will be it. I don't plan to make any more Auto Mags."

The Model B is basically the same gun that appeared on the handgunning scene in the late 1960s, except that the six-lug locking bolt is solid metal, versus the slotted model originally produced. The solid bolt, says Sanford, makes the gun function better, and is stronger and more reliable overall. The gun with the solid bolt is a definite improvement over the old model, he claims.

Owners of original model Auto Mags need not despair nor go out and purchase an entire Model B to receive the benefits of the newer bolt configuration. The new model bolt will interchange into the older guns although some machining and welding is required to exchange bolts. Cost of the modification, including the new bolt is $250 from Arcadia Machine & Tool Company, 11666 McBean Drive, El Monte, California 91732.

The second modification from old to new model is a heavier barrel for metallic silhouette shooting. The Model B may be fitted with the newer barrel, as ordered, or any one of the original Auto Mags may accept the 8½-inch or 10½-inch stainless steel barrel. The new barrels are marked "Silhouette" on the side. As of the present Sanford is not planning to produce any other barrel lengths for the Model B. Original Auto Mags had barrels of 6½ inches but the owner or prospective buyer of either model will have to look elsewhere to obtain a barrel of that length. Sanford says he has no intentions of producing the shorter barrels.

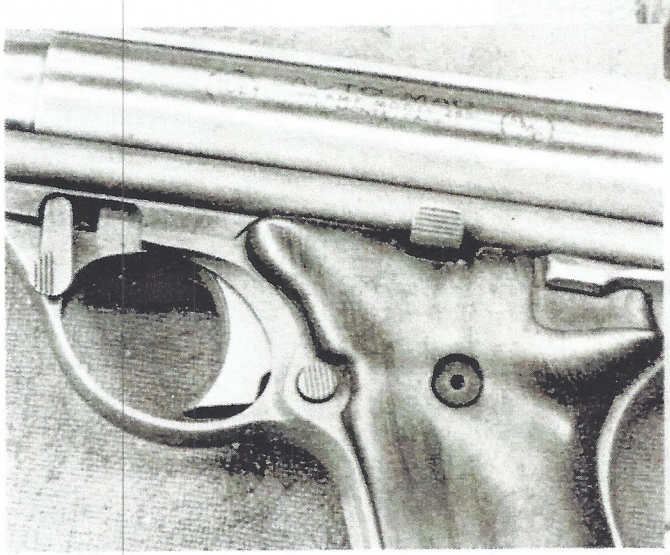
When conceived, the Auto Mag was intended primarily

Chapter 21

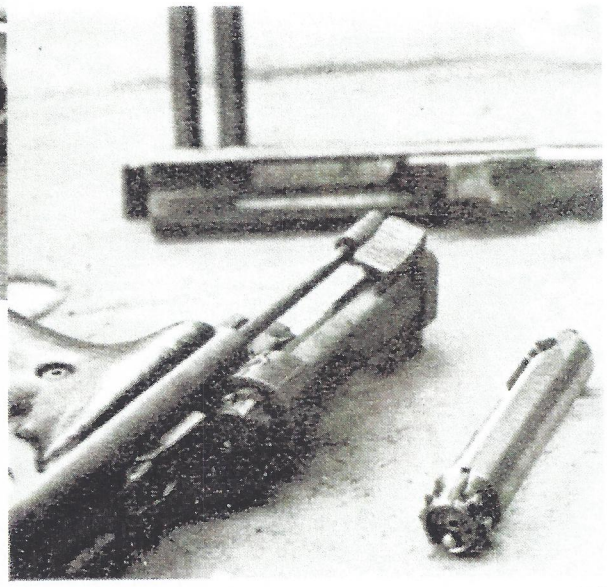
THE AUTO MAG ?

In Production — But The Numbers Are Limited!

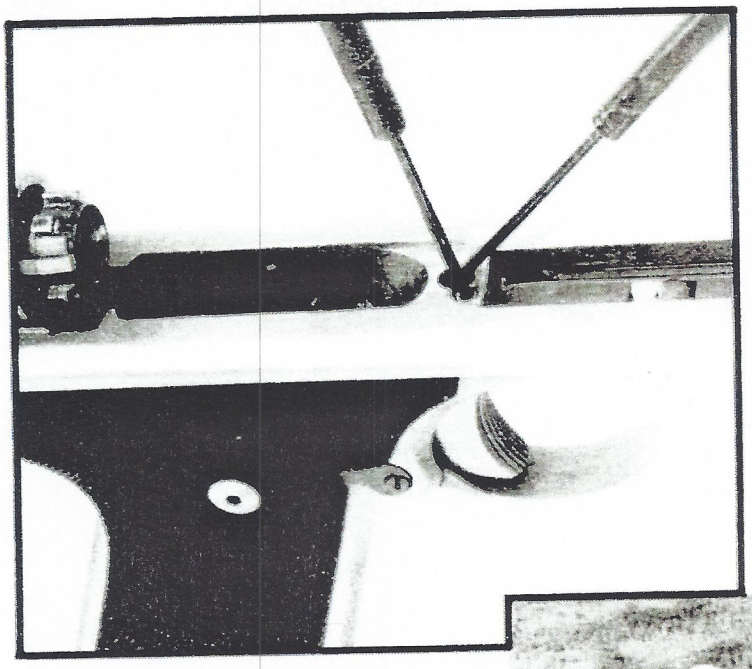
Developer and manufacturer of the Auto Mag, Harry Sanford, right, displays new model of successful pistol, to retail for about $1,000.



Barrel locking/unlocking latch is located on forward edge of trigger guard, magazine latch to rear of trigger guard, safety to rear and above grip; hold-open assembly in center.

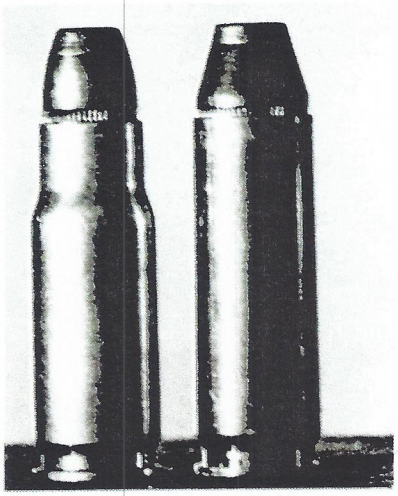


Original model Auto Mag was marketed with channeled out bolt, right. Pistol functions better with solid core. Auto Mag features six locking lug bolt.

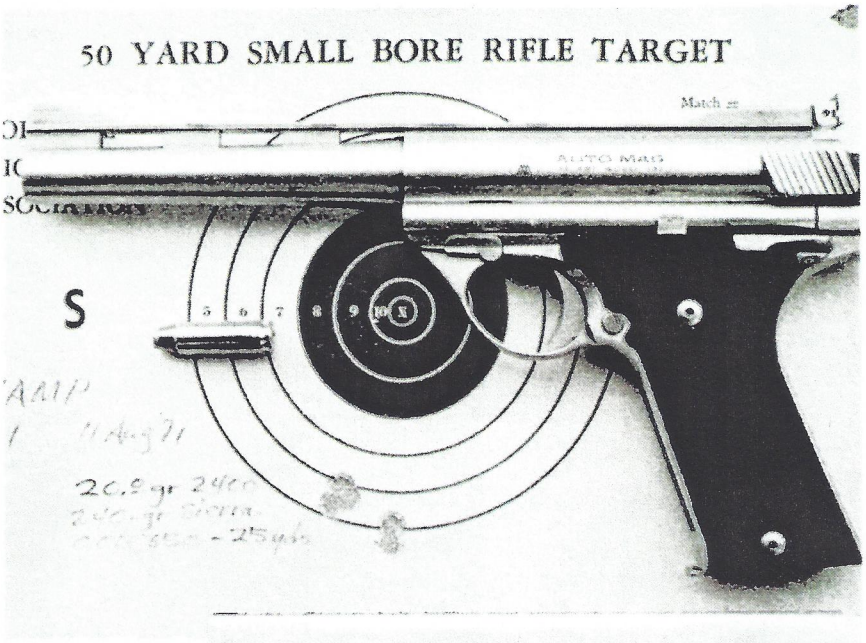


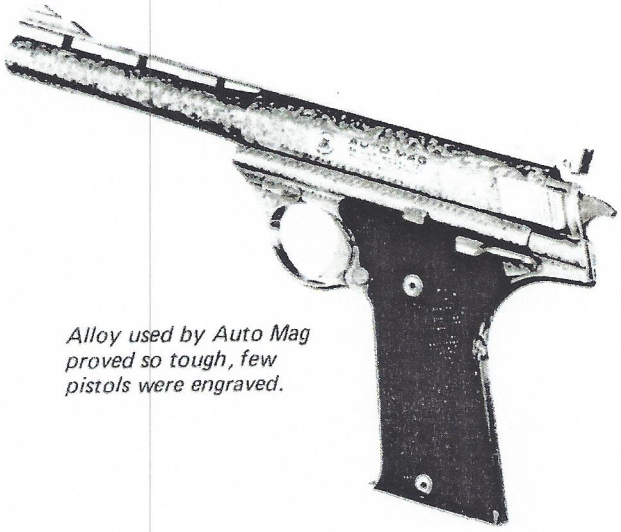
Early in 1974, plans were announced that the manufacture of Auto Mags would be taken over by High Standard. Early production High Standard Auto Mag with vented rib is shown above. Left, old and new models must be partially disassembled in order to reach trigger adjustment screws.

Acceptable accuracy load for older model .44 AMP calls for 20.0 grains of Hercules 2400, behind 240-grain Sierra JHP bullet.

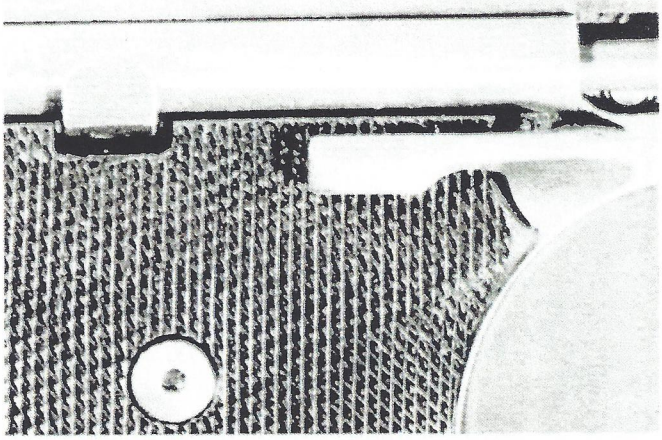


Ammunition for the .357 AMP, left is necked down from original .44 AMP.





Alloy used by Auto Mag proved so tough, few pistols were engraved.



Creditable group measures 1.1 inches, top, fired from 25 yards. Loading consisted of 20.0 grains of 2400 powder over 240-grain Sierra bullet. Hold-open latch was not included in first Sanford design, now standard.

for the long-range handgun hunter. Handgun metallic silhouette shooting had not gained wide acceptance in the United States until more than a decade later. However, the Auto Mag itself was instrumental in the introduction of the sport, first in Arizona, in September 1975.

The first national match of handguns against steel silhouettes was the many-month project of Lee Jurras, an early Auto Mag enthusiast and official of the Club de Auto Mag Internationale, Incorporated. The club sponsored the 1975 match, called the 1st National Handgun Metallic Silhouette Championships, held at Three Points range, near Tucson, Arizona. The original plan was to restrict handguns used in competition to the Auto Mag in its various calibers but as things progressed and as the match was shot, fourteen of the forty-six shooters who participated used Auto Mags. Six competitors used .357 Auto Mags, seven shot .44s and one fired a .41 Auto Mag pistol. These figures compare with twelve shooters using Model 29 Smith & Wesson revolvers chambered in .44 magnum and eight using the Ruger .44 magnum. Popularity of all of these guns for silhouette shooting has not diminished one bit.

The course of fire in that first national handgun silhouette match was basically the same as that which is being used in the sport today. One shot, two courses are fired at each silhouette; a perfect score would be forty points. Chickens are shot at fifty meters, javelina at one hundred meters, turkeys are set out 150 meters from the firing line and rams are placed at two hundred meters. With its tight grouping and flat trajectory, the Auto Mag was then and continues to be a popular choice for the thousands of handgun silhouette competitors in North America. Attend any large handgun silhouette match in the country today and there are sure to be several Auto Mags in evidence.

As further tribute to the popularity of silhouette

shooting since the introduction of the original Auto Mag, Sanford is offering what he calls a silhouette sight as an option to the Model B. The silhouette sight allows the shooter of metallic targets to pre-sight-in the gun at the normal ranges – fifty meters, one hundred meters, 150 meters and two hundred meters – from the targets. With the turn of a small screw, the gun sight may be set for any pre-selected range. Adjustments are within the sight itself, with a camming arrangement permitting rapid, precise sight settings without the usual click or mark counting for different distances. The gun, according to Sanford, should be a winner on the handgun metallic silhouette circuit.

Old and new model Auto Mags are known for their accuracy and relatively mild felt recoil. During some early testing of the gun, all groups fired at a starting twenty-five yards were well within silhouette-size limits. They also proved to be so at one hundred yards. There is no question as to the accuracy of Auto Mags in competition.

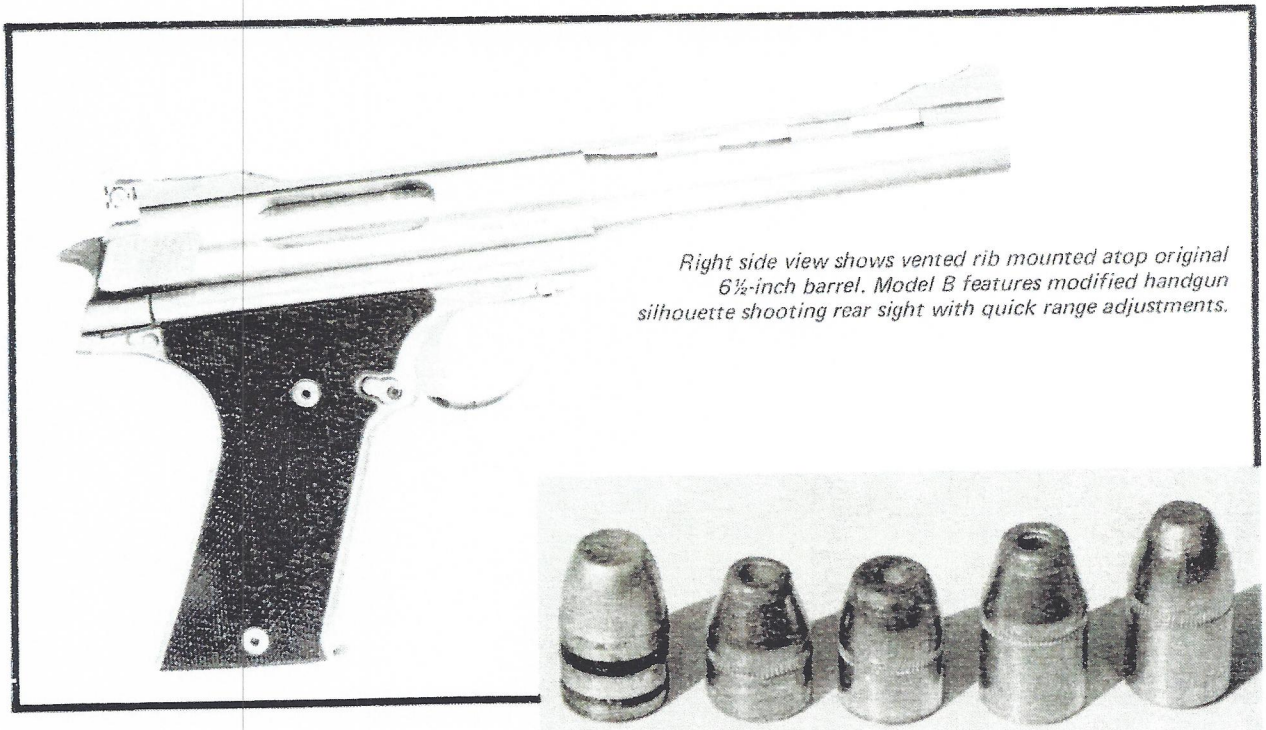
Most shooters find the recoil noticeably less than that felt when firing a revolver with .44 magnum, factory or reloaded ammunition. Many say the jolt is no tougher than that from a .45 ACP hardball pistol. The action of the autoloader is meant to reduce the velocities, but at the same time, less powder is needed to gain the same velocities as in a revolver, because of the lack of gas leakage from the gap between cylinder and barrel.

The trigger pull on most Auto Mags is crisp and even and is fully adjustable with two Allen screw stops positioned inside the frame. Having the trigger adjustment in this location means one has to remove the barrel assembly to adjust the trigger. This is a bit inconvenient and some may prefer it located externally.

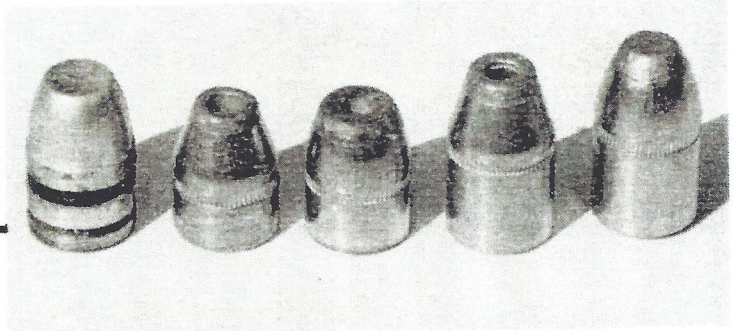
Removal and replacement of any Auto Mag barrel, to reach the trigger adjustment screws or for any other good reason, is the simplest of tasks. With the magazine removed from the pistol, the cocking piece is pulled fully to the rear and the hold-open thumb piece is pressed. The hold-open thumb piece is located forward of the safety lever, on the gun's left side as viewed from the rear. The hold-open is levered manually upward to engage the bolt and lock it and the cocking piece in the rear position.

A barrel latch is located also on the gun's left side, just above and forward of the leading edge of the trigger guard. Serrated, the latch swings down approximately ninety degrees to unlock the barrel. Then the barrel and extension assembly slide forward and off the pistol frame. One merely reverses the procedure to return the same or another barrel to the frame.

Trigger adjustment is done with the barrel removed, using the Allen 5/64-inch hex-head wrench, as mentioned. Sanford cautions the buyer to fire his Auto Mag enough times to become familiar with the factory settings before attempting any trigger adjustments. The trigger-play adjustment screw is located in the top of the frame

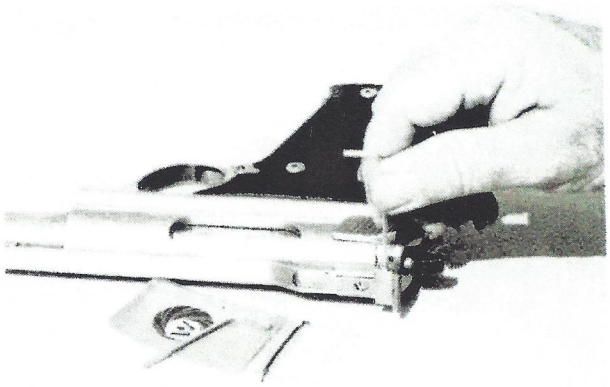


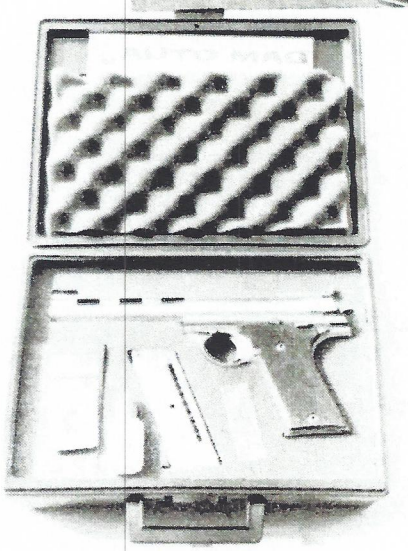
Right side view shows vented rib mounted atop original 6½-inch barrel. Model B features modified handgun silhouette shooting rear sight with quick range adjustments.



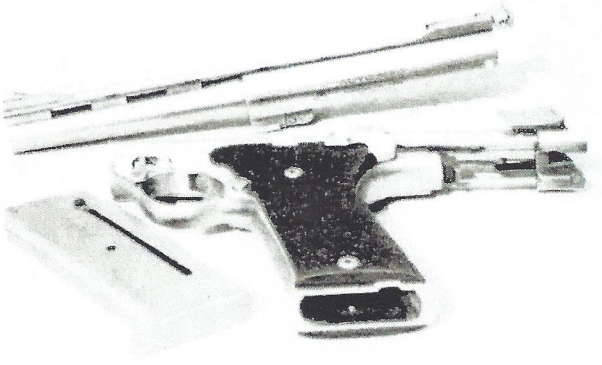
Tested .44 AMP bullets include, from left, Lyman cast No. 429434; 180-grain Super Vel; 200-grain Speer; 240-grain Sierra and 265-grain Hornady bullet. Results are in text.

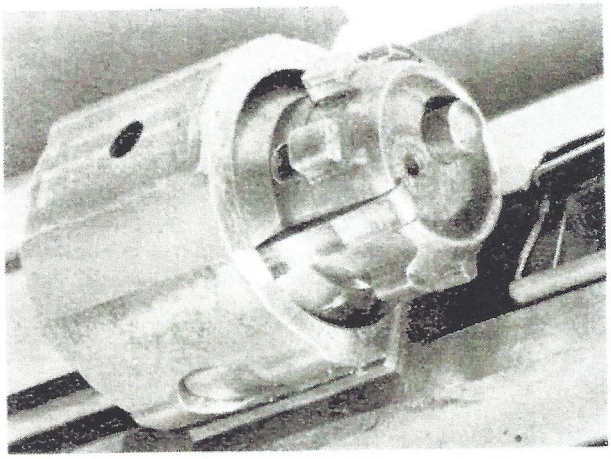
Original Auto Mags were sold with padded carrying case, below. Hex-wrench for rear sight adjustment, shown right. Old and new models are easily field stripped, below right.



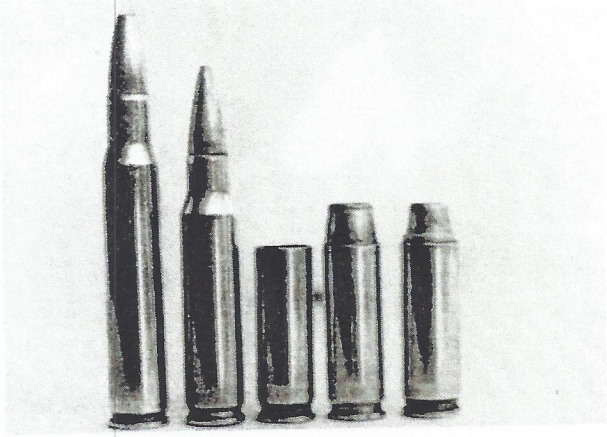


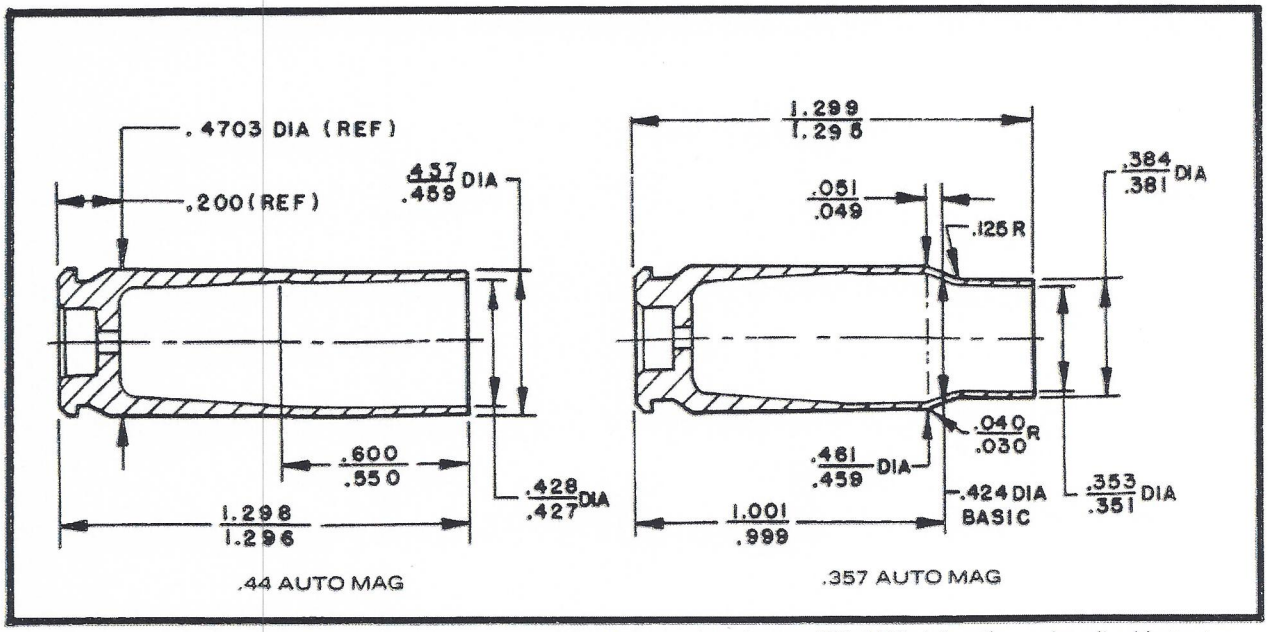
Fitted, padded case, above, featured space for spare magazine, lubricant and provision for ammunition container.





Bolt face, above, reveals six locking lugs, extractor and rod-type ejector, unchanged from earlier models. From left, .30/06 Springfield, .308 Winchester ammo, with empty and loaded .44 Auto Mag Pistol cartridges.





The .357 Auto Mag cartridge is formed by running the .44 AMP cartridge into a .357 AMP sizing die, as described in text.

immediately above the trigger. The barrel and extension assembly must be removed from the frame in order to gain access to the adjustment screws, as described above. Sanford cautions that insufficient play may make the pistol action inoperative after firing one cartridge. Counterclockwise rotation increases trigger play. Excessive play, according to the manufacturer, is not conducive to accurate shooting.

The trigger overtravel adjustment screw is located in the center of the trigger and may be adjusted without pistol disassembly. Clockwise rotation decreases trigger overtravel. Again, Sanford warns that insufficient trigger overtravel may make it impossible to fire the Auto Mag. Counterclockwise rotation of the screw increases trigger overtravel. Accuracy will be adversely affected by excessive trigger overtravel.

The barrel, rib, if any, receiver and sights are all one assembly. Removal and replacement of the unit should not interfere with accuracy. A shooter may have several barrels; in the original 6½-inch length or the Model B 8½ or 10½-inch configuration. Or barrels chambered in .357, .41 or .44 Auto Mag Pistol may be equally facilitated on one frame. Sanford contends that once each barrel is sighted-in individually, none would change the point of bullet impact, no matter how many times they are changed.

The head of the rotary bolt shrouds the cartridge base completely and features a rod-type ejector on the left side of the bolt face. This is true for the old and the new models. The bolt itself is supported by a ring extending upward from the rear of the frame. The bolt is inserted from the rear through the ring. A cross bolt is placed through the ring and a longitudinal slot in the bolt acts as a bolt stop.

Attached to the rear of the bolt is a wing-shaped affair with serrations on each side. Beneath this are two rods, one on either side of the frame, extending from the tube-shaped parts on the frame that house the recoil springs. The rods act as guides and are attached to the bolt.

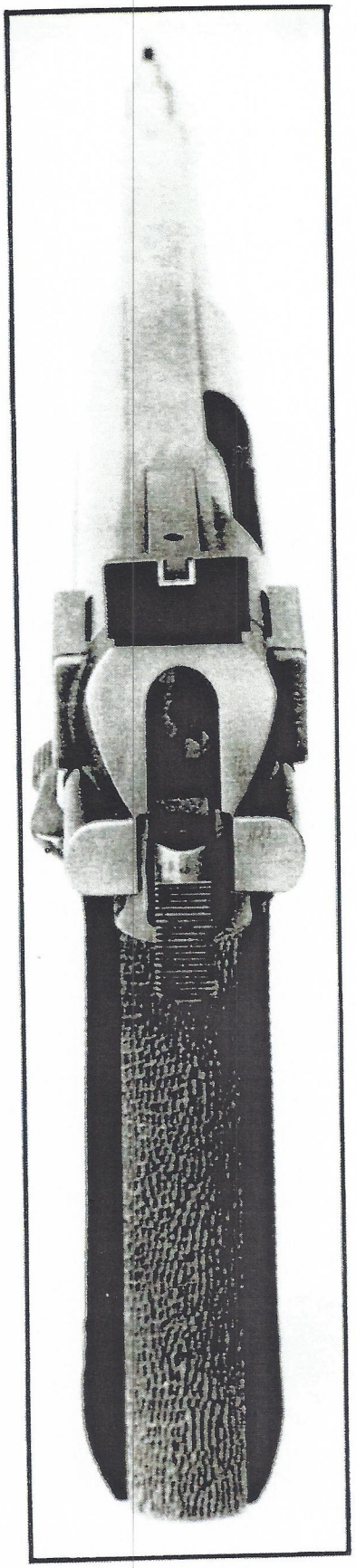
The frames are investment cast of stainless steel alloy containing titanium. The alloy is extremely tough and durable but difficult to machine. Engraving an Auto Mag takes special skills and special tools, as many have found. It can be engraved, but not easily.

The first factory loads for the Auto Mag were on the market in the mid-1970s. This ammunition was produced in Mexico with a headstamp of CDM over .44 AUTO MAG. It was available in 240-grain jacketed hollow point in .44 Auto Mag only. Then, as now, cases for the .357 AMP may be formed by a single pass into the full-length resizing die of that caliber, as available from RCBS. It should be noted that large-pistol primers are recommended for reloading either the .44 or .357 AMP, not large-rifle primers.

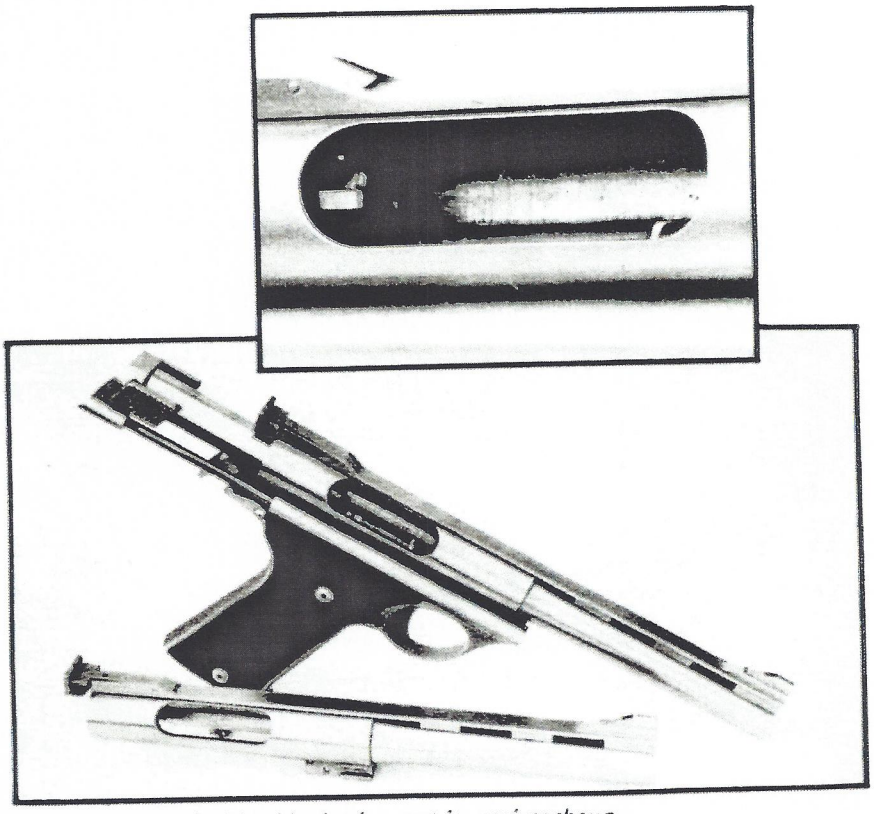
Norma-Precision offers .44 AMP factory loaded ammunition and cases for the reloader. Norma (Lansing, New York 14882) is producing a 240-grain load with jacketed power cavity bullet (Index No. 11105) together with .44 AMP unprimed cases (Index No. 21102). The loaded ammo blasts out of the standard-length Auto Mag barrel at 1350 feet per second (fps) for 975 foot-pounds of energy (fpe). It sells for a bit over $27 per box of fifty. The unprimed brass is $13.30 per fifty and bulk lots of brass are available through holders of a federal firearms license only.

The .44 AMP brass is easily converted to .357 AMP or .41 Jurras Mag Pistol (JMP) by means of a pass into the full-length resizing die of the intended caliber. As with all the other Norma cases and ammunition, the .44 AMP is Boxer-primed and readily reloaded with primers and equipment in normal supply.

For those shooters of the Auto Mag who are reloaders, we asked Dean A. Grennell, Managing Editor of *Gun World*



Breech assembly rides rearward on two guide rods. This view is of older Auto Mag model, identified by absence of hold-open assembly.



Top: View through right-side ejection port in receiver shows ejector rod and cartridge-enclosing bolt face. Gun barrels of varying lengths and chamberings may be swiftly interchanged without disturbing strike of bullets. New barrels fit old frames.

Earlier Auto Mags had stippled frame; newer models are serrated. All have exposed hammer, light recoil.

Magazine and co-editor of this volume, to provide some preliminary loading data. Here is the report:

Loading procedures are fairly routine and straight-forward. Auto Mag recommends the use of large-pistol primers. You may find that these will bottom out well below the surface of the case head, as they are slightly less thick than large-rifle types. This does not seem to pose any significant problem, ignition being totally reliable in the tests. Possibly, large-rifle primers could be used, but there would not seem to be any obvious advantage in so doing.

Length over all (LOA) must be adjusted to assure positive feeding from the box-type magazine. This will vary, according to the nose profile of the bullet being used. In general, the various types of jacketed soft point and hollow point bullets have cannelures for crimping when used with revolvers. If the case neck is brought to the center of this cannelure, the LOA should be correct. Note that the .44 AMP is given a gentle taper-crimp. It should not be roll-crimped in the same manner as the .44 Rem mag because, as with the .45 ACP, the loaded round headspaces by contact between the case mouth and a ledge at the front of the chamber.

In the tests, Grennell used a flat bullet seating punch and seated all loads to a LOA of 1.610 inches, finding that this worked well with all bullets used.

Factory data supplied by Auto Mag, specifies use of the CCI-350, magnum-type, large-pistol primer. Grennell used this same primer throughout all of the tests.

Supplementary data was worked up by use of the load-ready, unprimed brass supplied by Auto Mag, after conducting tests which showed that cases made from military brass by means of Eagle dies functioned fully as well. Cases were primed with CCI-350s, chamfered inside the mouths and taken to the test range with a press, scales, powder measure and supply of assorted bullets and powders. This permitted the desirable process of starting low and working up cautiously, as conditions seemed to warrant. A T333 Avtron chronograph was hooked to a photo-screen box by Chronograph Specialists – offering the two-fold advantage of being able to save considerable time by recycling at the push of a button, besides being able to chronograph and fire groups on target simultaneously. Firing was by use of the adjustable iron sights (well, stainless steel sights, to be precise) off of a sandbag rest on the bench.

There seems little profit in devoting extensive discussion to group sizes obtained, beyond noting that several were quite gratifying. As is common with bolt action rifles, groups expanded or shrank as the charge weight of powder was varied behind any given bullet. It is highly probable that another individual Auto Mag might "go to sleep" and group its tightest with a load up or down a grain or three of powder from those which gave best groups in the test gun.

For what it's worth, 20.0 grains of Hercules 2400, behind the 240-grain Sierra JHC bullet, grouped astoundingly well. The first three shots, at twenty-five yards, all went into one hole. Center to center spread, as well as it could be measured, was less than .025-inch – with the fourth and fifth shots about .322-inch between centers, but ending with a maximum spread of 1.100 inches for all five.

Gathering some white chips of claybird and placing them on the dusty bank of the range backstop showed that it was immensely capable from a two-handed, standing hold at one hundred yards. It was common to either hit the chip or land the big slugs so closely that it went flying in the ensuing ruckus. It was rare for the radius to exceed an area equal to the vitals of a deer or steel pig at that distance.

Dean Grennell spot-checked several of the combinations listed in the factory-supplied load data, finding that the chronograph agreed within the natural minor variations. In fact, it came out considerably closer than most such data when attempting to verify it.

Grennell branched off to explore some of the bullets and powders not covered in the dope from Auto Mag. He had brought along the remnants of a box of the 265-grain JSPs made by Hornady for use in the .444 Marlin, wanting to see how these might perform in the big silver pistol. Seated to the same 1.610-inch LOA, they fed and fired flawlessly. He obtained peak velocity with this bullet on a rousing 18.0 grains of Alcan AL-8 powder: 1315 fps, about 1015 fpe.

Which is hardly a moment too soon to ring in the

Norma-Precision offers .44 AMP factory-loaded ammunition as well as empty cases for reloading, described in text.

Earlier factory ammo was available only from Mexico.

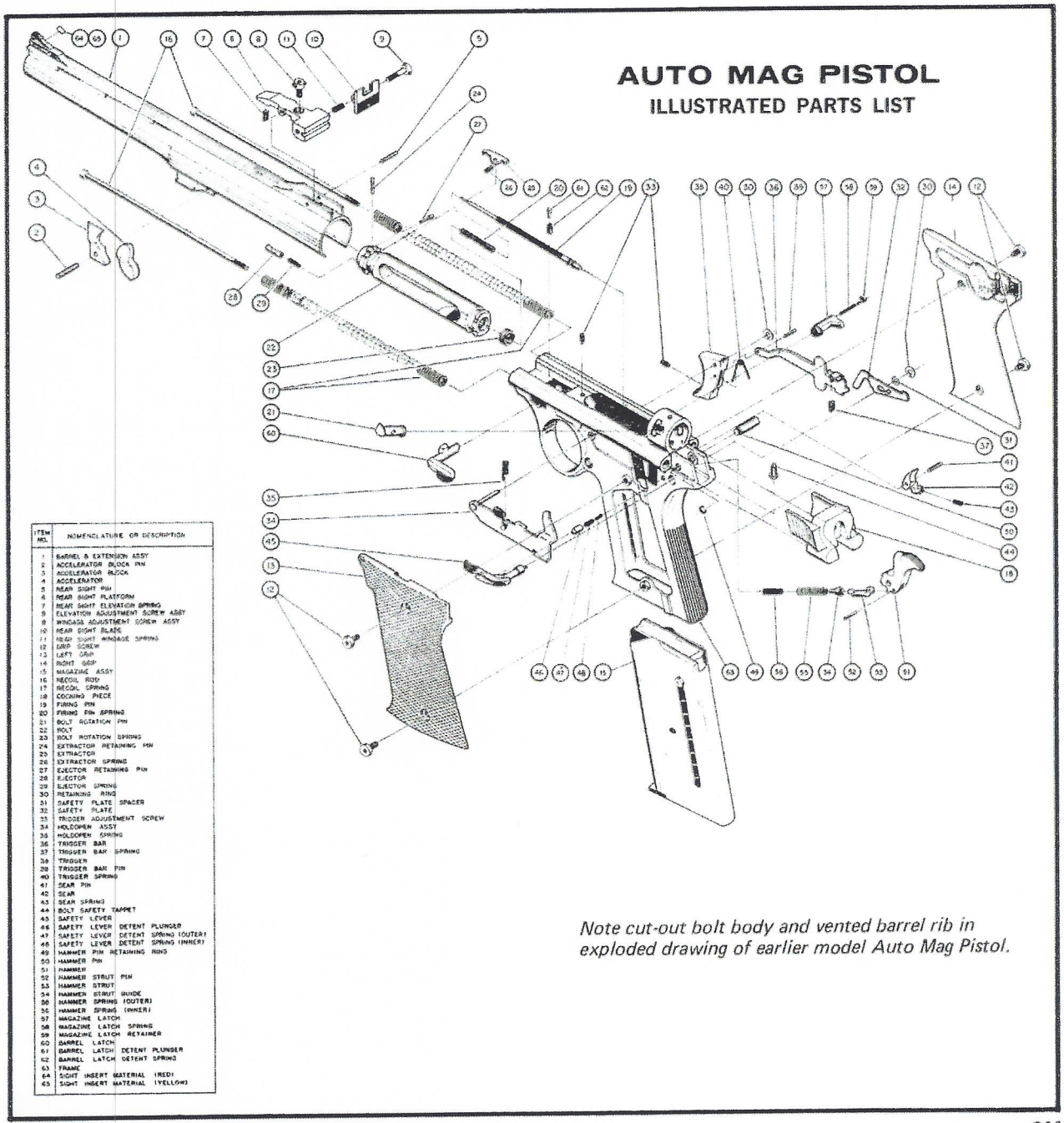
familiar refrain: Approach all maximum listed loads with caution in any individual handgun. Reduce charge weights if the loads are to be fired in extremely high temperatures; ambient temperature for the tests, by the way, was 97 degrees F. Since the writer and the publisher have no control over techniques and materials used in reloading, they cannot and do not accept any liability, expressed or implied, for events arising from the use of data listed here.

Running the 18.0 grains of AL-8 down the weight scale of bullets, a 240-grain Sierra went 1367 fps; a 200-grain Speer went 1297; and a 180-grain Sierra went 1367 fps.

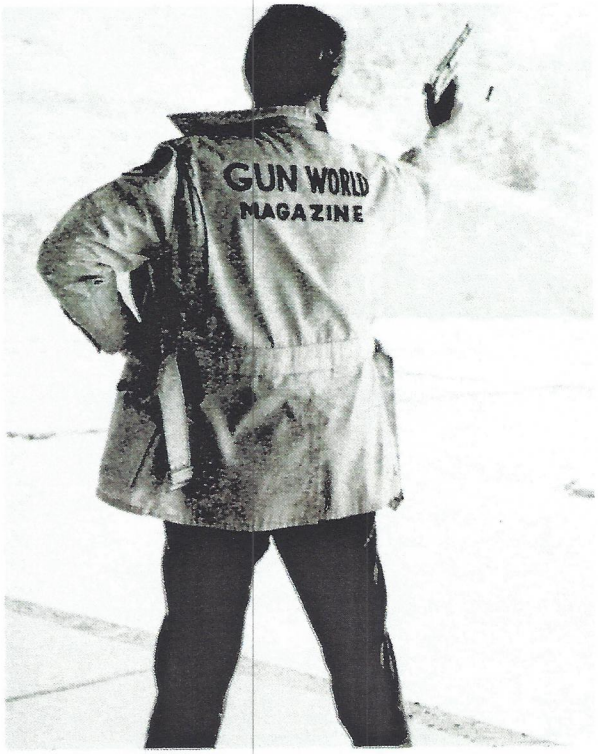
Hodgdon's H4198 – virtually identical to D4198 – proved a bit too slow-burning to be efficient in the 6½-inch barrel with this cartridge. A charge of 23.0 grains was as much as could be compressed behind the bullet at the requisite LOA and a 240-grain Speer bullet went to 1064 fps while a 200-grain Speer barely hit 1015 fps.

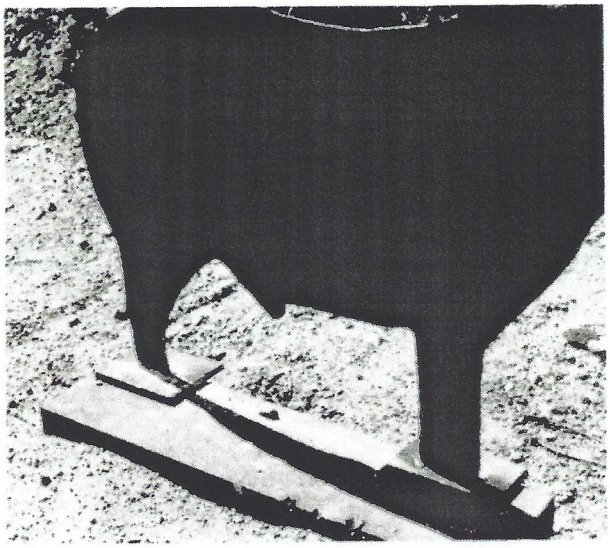
Norma's N-200, being denser, permitted a charge weight of 26.5 grains and gave 1152 fps with a 180-grain Sierra, 1173 fps with a 200-grain Speer and 1210 fps with a 240-grain Speer.

The load which grouped well – 20.0 grains of 2400 with Sierra's 240-grain JHC – clocked 1261, 1270, 1261, 1267 and 1239 fps; remarkably consistent uniformity. Raising the charge weight to 21.0 grains of 2400, same bullet, gave



Note cut-out bolt body and vented barrel rib in exploded drawing of earlier model Auto Mag Pistol.





The Auto Mag Pistol, itself, helped bring about the introduction of handgun metallic silhouette shooting to the United States from its neighbor to the south. Pistol offers the necessary knock-down power to flatten heavy steel ram silhouettes at 200-meter range.

1390, 1367, 1375, 1386 and 1381 fps; still excellent uniformity. But the group expanded to 2.572 inches, from the previous 1.100 with the lighter charge, although four of the hits were within 1.250 inches.

The foregoing example points up an important difference between the .44 AMP and the .44 Rem mag when fired in revolvers: Absence of a gap between barrel and cylinder means no pressure loss at this point. As a result, you tend to match the revolver velocity with substantially less powder.

Switching back to the 265-grain Hornady, 16.0 grains of 2400 gave 993 fps and worked the action, as did 17.0 grains of 2400 at 1091 fps and 18.5 grains of 2400 at 1213 fps. There were no obvious pressure signs at this point, but the base of the bullet was commencing to compress the powder and experience has shown that 2400 tends to lose velocity as you begin to compress the charge.

Wanting to try some cast bullets, Grennell selected Lyman's number 429434 gas-check design as one which duplicated the nose profile of the jacketed bullets closely. Cast in straight linotype alloy, this bullet weighed 215 grains and 18.5 grains of 2400 gave it a comfortable and effective 1226 fps of velocity, with flawless functioning through the action. Groups averaged around the two-inch mark at twenty-five yards – acceptable and probably capable of improvement through trial-and-error research. This cast bullet design – listed under the caliber .44-40 in the Lyman charts – has given highly satisfactory results in several revolvers and rifles chambered for the .44 Special and .44 Rem mag, according to Grennell.

One powder not listed in the Auto Mag load data was Hodgdon's H110, a number which has given good results in .41 and .44 Rem mag loadings. With 21.0 grains of H110 behind it, the 240-grain Sierra JHC slid out at a sizzling 1414 fps, with good uniformity and accuracy.

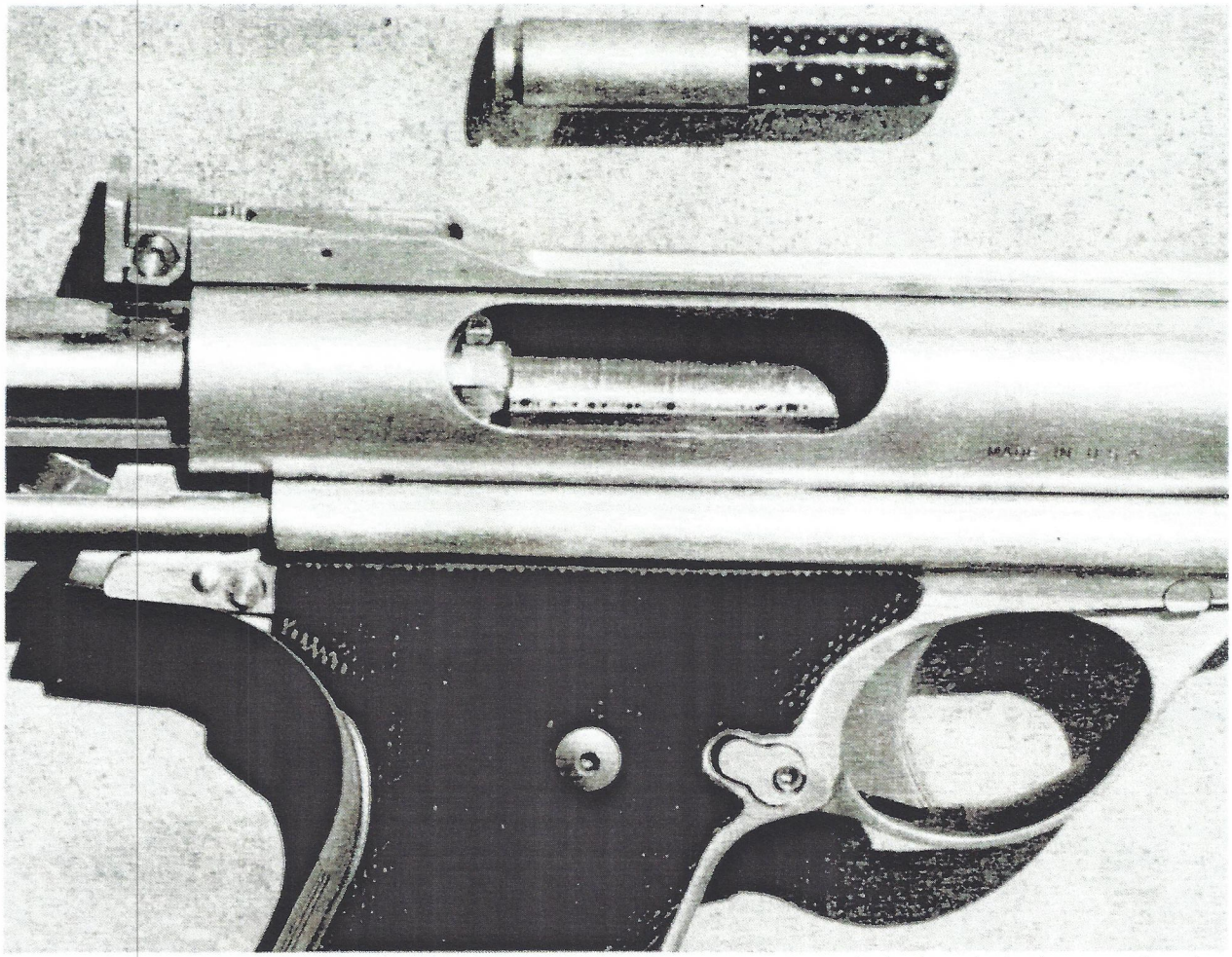
Staying with H110 and switching to the 180-grain Sierra JHC, 24.0 grains of H110 gave 1447 fps; 27.5 grains of H110 went 1569 fps; 28.3 grains delivered 1618 fps and one final boost to 28.8 grains of H110 screamed through the screens at a howling 1748 fps.

By way of comparison, Speer's Number 9 manual gives data on the 200-grain JHP bullet, using a Ruger Super Blackhawk in .44 Remington magnum in its 7½-inch barrel at 1490 fps ahead of 27.0 grains of H110. While by no means a precise correlation, it appears the gapless barrel of the Auto Mag extracts greater power from comparable loads.

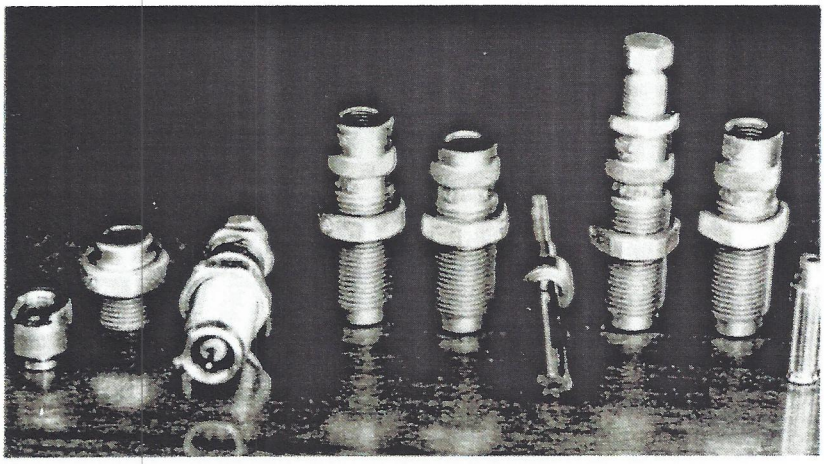
All in all, the .44 AMP checks out as a reloader's dream-cartridge; beefy and tough in the head, since the parent brass is built to withstand the hairiest of rifle pressures; locked into the chamber with full support at the time of firing by a rotary bolt design featuring six locking lugs.

Lee Jurras prefers Winchester-Western's 296 powder for the .44 AMP and the loads listed should be regarded as the maximum and approached with caution. Velocities quoted are from a 6½-inch barrel, of the older model. With the Sierra 180-grain JHC bullet, 32.0 grains of 296 for 1885 fps and 1421 fpe; with the Sierra 240-grain JHC bullet, 26.0 grains of 296 for 1750 fps and 1632 fpe; with the 265-grain Hornady JSP bullet, 24.0 grains of 296 for 1480 fps and 1289 fpe.

The .357 Auto Mag Pistol (AMP) cartridge is derived from the .44 AMP that, in turn, was derived from the .308 Winchester or .30/06 Springfield rifle brass. If formed from rifle brass, some amount of inside neck-reaming will be



Shot capsule load by Thompson/Center can be loaded in .44 AMP case and chambered singly through ejection port of receiver.



The .44 AMP loading, case-forming and reaming dies, were earlier available from Eagle Products. RCBS is now source for reloaders' Auto Mag supplies, equipment.

necessary. Forming and reloading dies are available from RCBS, Incorporated, Box 1919, Oroville, California 95965, together with instructions for the various operations.

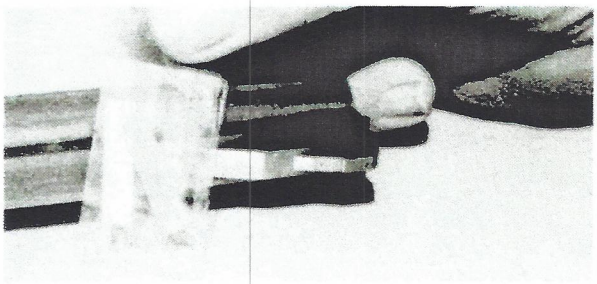
When starting out with .44 AMP brass from Norma, all that is necessary is to apply a bit of resizing lube to the case and run it up into the regular full-length resizing die of the regular reloading die set.

The Speer No. 9 Manual provides the most comprehensive listing of load data for the .357 AMP that is available. Some amount of judgment is needed for effective employment of this data, however. Dean Grennell has had reports from Auto Mag fans that the Speer data, both for the .44 AMP as well as the .357 AMP, may not provide sufficient power to function the action of all guns reliably. As noted in the Speer book, however, they encountered some amount of problems from pierced primers in working up to the levels they list. A change to large rifle primers might help to offset the pierced primers, but this tends to result in failures to ignite.

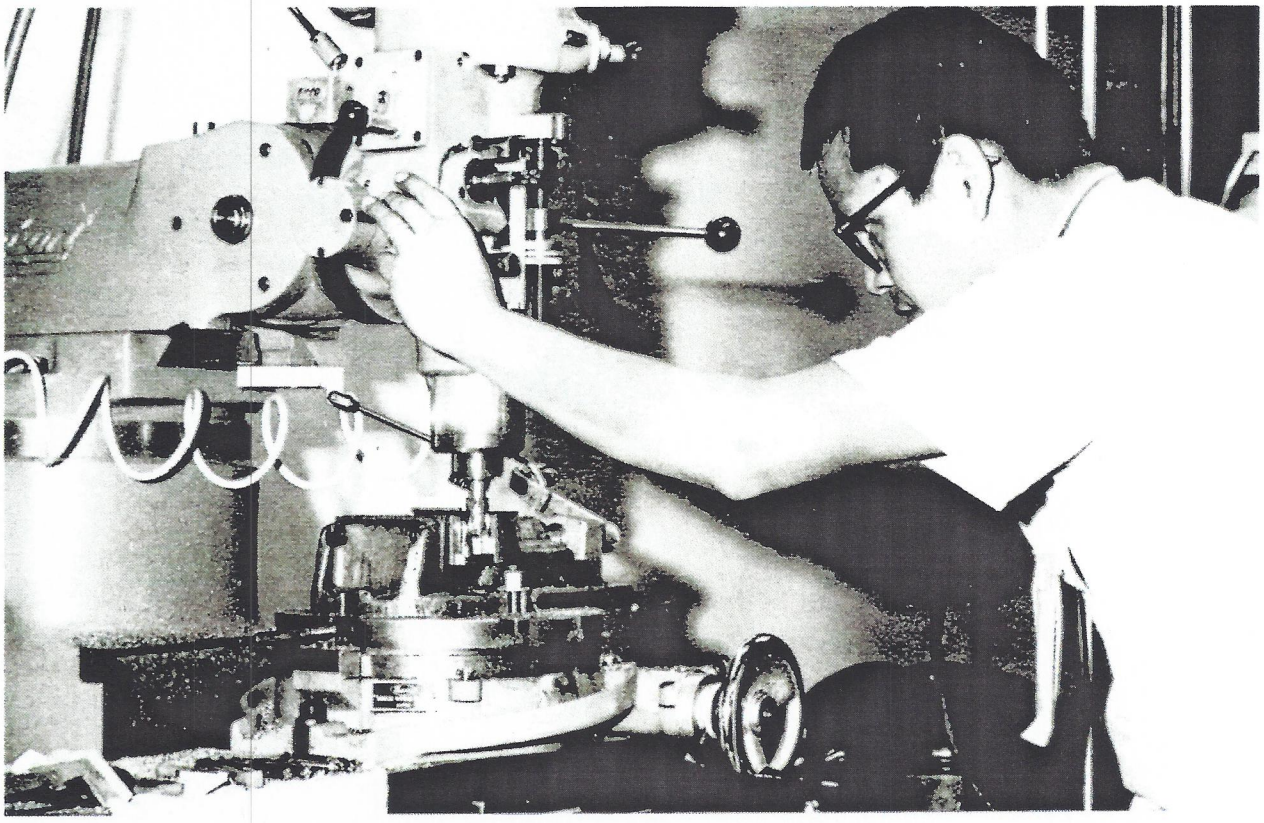
In Grennell's .357 Auto Mag, a highly satisfactory load consists of 24.5 grains of W-W 296 powder behind the 140-grain Speer JHP bullet. They list 23.5 grains as maximum (1793 fps). Grennell says his barrel carries the Maxi-Mount plus an M8-2X Leupold scope and the added weight on the recoiling parts makes for occasional failures to feed. In another iron-sighted .357 Auto Mag, 24.0 grains of 296 functions perfectly, although 23.5 grains doesn't quite make it. Grennell has not chronographed these loads from local guns, but assume they're getting a touch over 1800 fps, which should be good for upward of 1000 foot-pounds. What impresses him is the load's ability to dot off clusters of holes spanning about one inch at fifty yards.

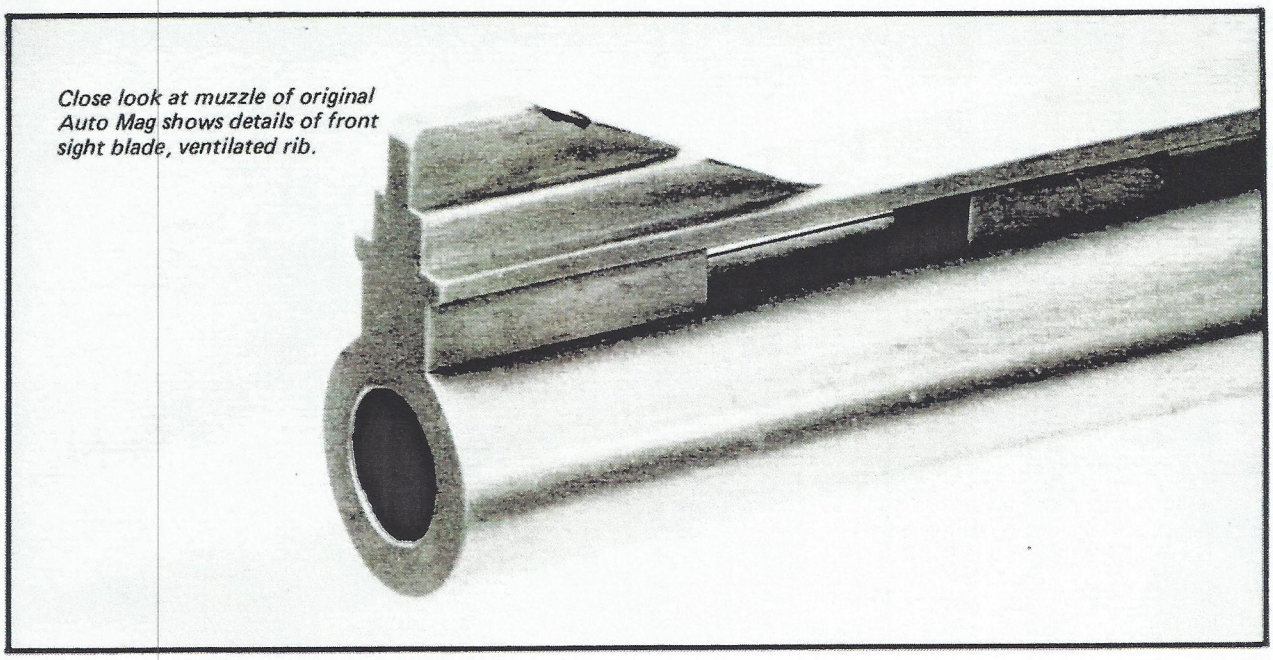
Needless to say, as with any high-energy handgun, effective ear protection is absolutely mandatory with any of the Auto Mag cartridges. Apart from that, recoil is amazingly mild, being even more gentle if the barrel has been Mag-na-ported.

The .41 Jurras Mag Pistol (JMP) cartridge was developed by Lee Jurras (Drawer F, Hagerman, New Mexico 88232).



Left: Strips of self-adhesive reflective material, in choice of red or yellow, were furnished for use on rear surface of front sight blade. Improvements in design and production of Auto Mag have been hallmark of pistol's history since introduction in late 1960s.





Close look at muzzle of original Auto Mag shows details of front sight blade, ventilated rib.

It is formed by running a .44 AMP case up into the full-length resizing die of the regular reloading die set. Bullets for it are the .410-inch size used in the .41 Magnum.

Not too many of these guns are in service. The barrel extensions can be interchanged in the Auto Mag receiver in the same manner as barrel extensions for the .357 AMP and .44 AMP.

Jurras notes that he has just one load for this cartridge and it works so well he has quit looking for others. It consists of the 170-grain jacketed hollow cavity (JHC) Sierra bullet, with 31.0 grains of Winchester-Western 296 powder. Velocity is 1900 fps and muzzle energy is 1363 fpe. The accuracy of this load in a well-tuned Auto Mag is outstanding, with occasional five-shot groups at one hundred yards clustering close to the one-inch mark. That is with the M8-2X Leupold scope carried in Jim Herringshaw's Maxi-Mount.

Accuracy on that level requires considerable skill in the reloading, plus careful adjustment of the full-length resizing die. Headspace – the dimension between shoulder and case head that regulates the fit of the cartridge within the chamber – must be controlled precisely, so that the action just barely closes reliably in feeding. Since the shoulder is quite shallow, this consideration – important on any bottlenecked case – is exceptionally critical with the .41 JMP. Feeding reliability, says Jurras, is better than with the .44 AMP and about the same as the .357 AMP. Loading die sets are available through RCBS.

Judging from the continuing popularity of the original-design Auto Mags and the growing sport of handgun metallic silhouette shooting, Harry Sanford will be swamped with requests to build more Auto Mags, Model B, or any other model developed. The Auto Mag is distributed and sold through authorized, licensed dealers. While the one-thousand-dollar price tag may seem a bit steep, keep in mind that the original models were on the market at less than $300 in the early 1970s. That price seemed a bit steep then, too.

AUTO MAG LOADING DATA

BULLET	POWDER	VELOCITY (fps)
180-gr. Super Vel	24.0 gr Olin 630-P	1653
	25.0 gr.	1687
	26.0 gr.	1751
	19.0 gr. Norma 1020	1295
	20.0-gr.	1482
	21.0 gr.	1605
	25.0 gr. Hercules 2400	1596
	26.0 gr.	1659
200-gr. Speer	18.0 gr. Norma 1020	1402
	19.0 gr.	1525
	20.0 gr.	1585
	22.0 gr. Olin 630-P	1570
	23.0 gr.	1624
	24.0 gr.	1680
	22.0 gr. Du Pont 4227	1255
	23.0 gr.	1303
	24.0 gr.	1375
	22.0 gr. Hercules 2400	1485
	23.0 gr.	1561
	24.0 gr.	1574
240-gr. Speer	8.0 gr. Hercules Unique	980
	10.0 gr.	1230
	12.0 gr.	1346
	17.0 gr. Olin 630-P	1259
	18.0 gr.	1319
	19.0 gr.	1384
	20.0 gr.	1428
	18.0 gr. Hercules 2400	1252
	20.0 gr.	1378
	21.0 gr.	1435
	22.0 gr.	1479
	15.0 gr. Norma 1020	1245
	16.0 gr.	1329