

McDONALD & JENKINS

Telephone 238

LEESBURG, VIRGINIA

Dynaflow



BUICK

May 11, 1953

Trans

Mr. O. L. Emerick
Division Superintendent
Loudoun County Schools
Leesburg, Virginia

Dear Mr. Emerick:

As requested in your letter of April 17, 1953, we are quoting the following prices on our GMC S457-30 school bus chassis for your consideration:

delivered at Richmond Ind. -----	\$2,571.00 each
delivered at Conway Ark. -----	2,701.00 each
delivered at High Point, N. C. -----	2,650.00 each
delivered at Wilson, N. C. -----	2,670.00 each

You stated in your letter that you expect to purchase three buses and we are submitting our bid on the basis of three. Should less than three chassis be purchased we would be unable to deliver them at the prices quoted.

The chassis described herein are equipped to meet the specific tions of the State Board of education of Virginia for school bus chassis.

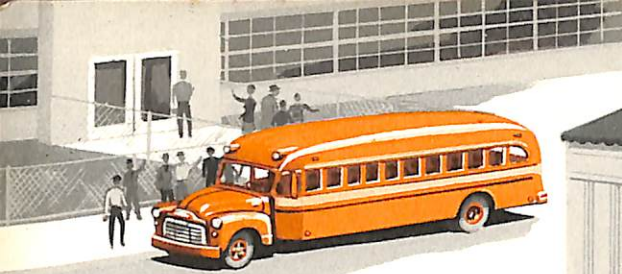
The prices quoted are less federal excise taxes and it will be necessary that exemption certificate be furnished by you.

We appreciate the opportunity of submitting this bid.

Very truly yours

McDonald & Jenkins

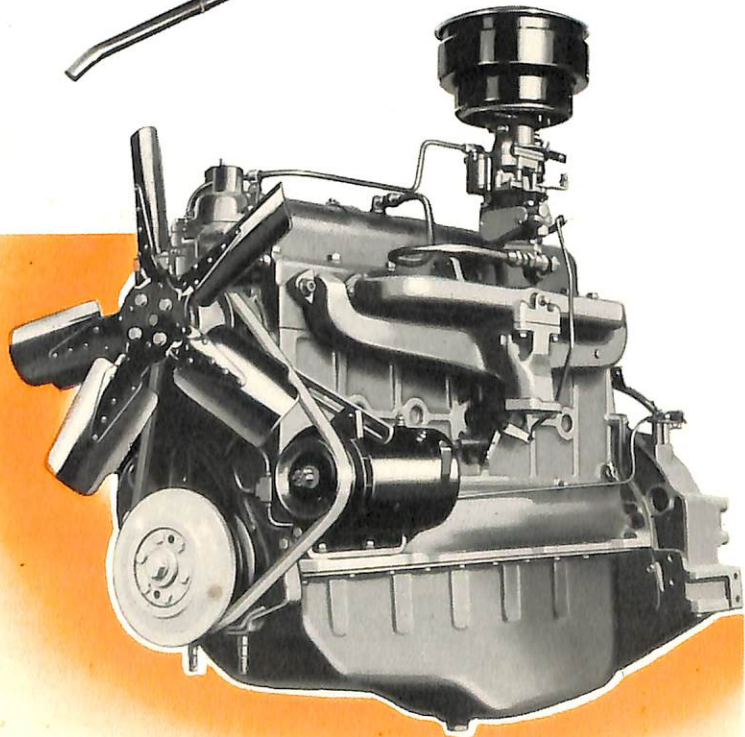
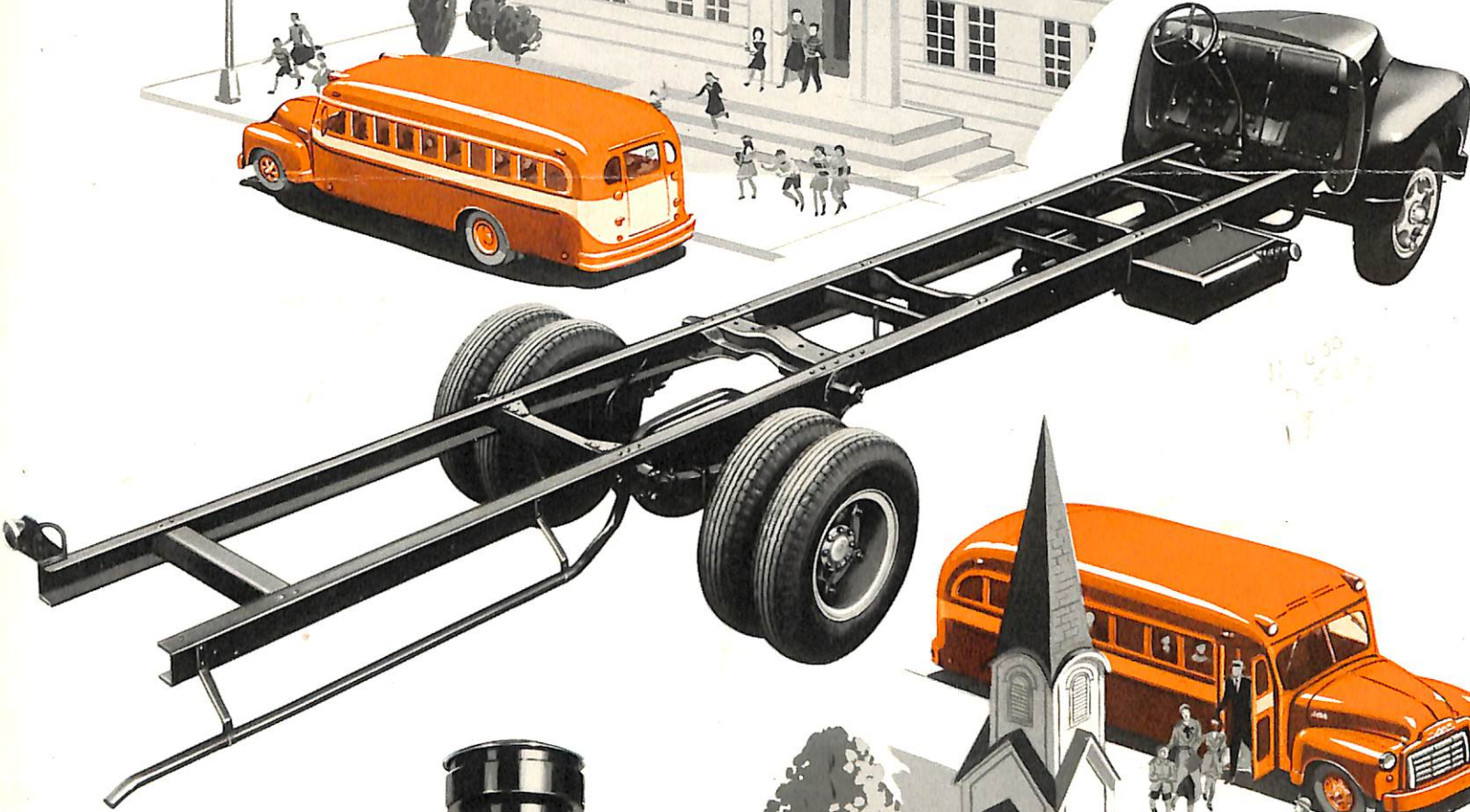
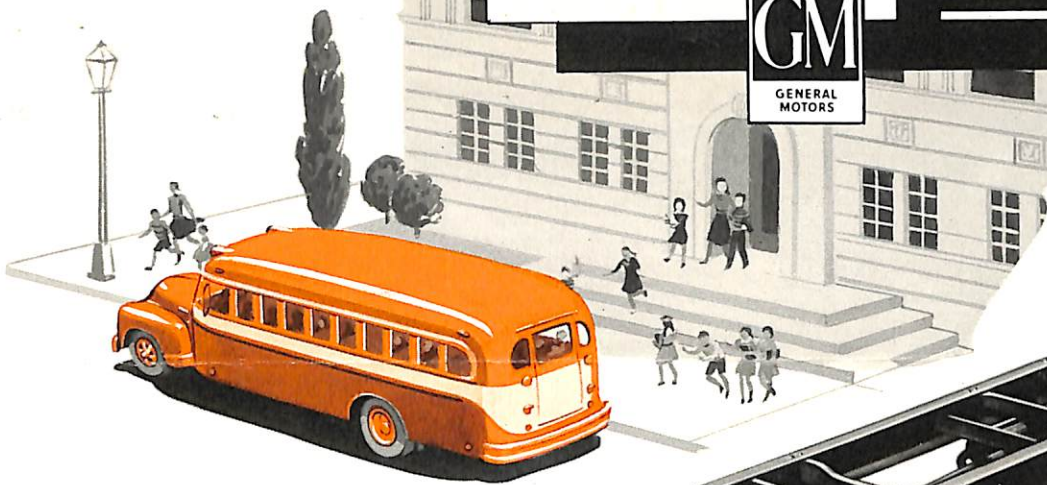
by: *A. M. Jenkins*



GMC

GASOLINE

S450-30

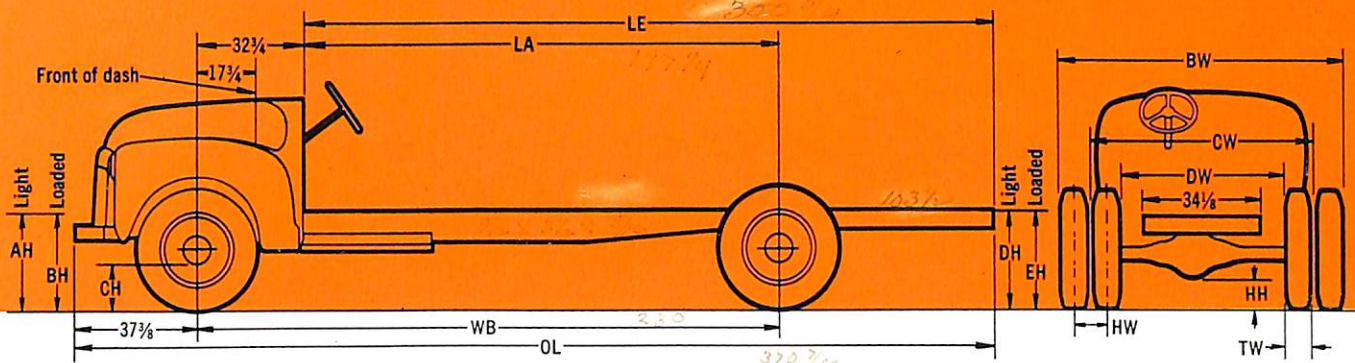


GMC's BRAND-NEW "302" ENGINE

This GMC valve-in-head engine brings the magnificent safety and performance of 145 H.P. to new GMC Series 450 school buses.

Features of this rugged, high-efficiency engine include Tocco-Hardened crankshaft; "free valve" type exhaust valves; positive crankcase ventilation; full-pressure lubrication to piston pins and rocker arm bearings as well as to all main, connecting rod and camshaft bearings.

This newest member of the famous GMC family of truck-built power plants will pay school bus owners and operators years of extra dividends in low-cost, dependable transportation.



Drawing is for dimensions only and does not show details of design for any particular model.

MODEL	LENGTH (All Tire Sizes)				TURNING RADIUS (Ft.)		AW	LW	79	29 3/4	39 3/8	Tread Front Tires	Chain clearance—Tire & spring clip	Width over Front Fenders	Width over Front Hubs	Front Spring Centers	Rear Spring Centers	
	WB	LA	LE	OL	RH	LH												
S456-30	212	179 1/4	273	343 1/8														
S457-30	230	197 1/4	300 3/4	370 1/8														
S458-30	251	218 1/4	333	403 1/8														

TIRES (Dual Rear)		WHEELS		WIDTH (All Wheelbases)							HEIGHT AT AXLE (All Wheelbases) (d)						
Size	(a) PR	(b) Cap.	Rim	Type	AW	BW	CW	DW	HW	LW	(c) TW	AH	BH	CH	(e) DH	(e) EH	HH
8.25/20	10	2900	6.50T	Cast spoke	66	91 1/8	70 1/2	49 1/8	11 1/2	3	9 1/4	30 3/8	29 1/8	11 1/8	35 7/8	32 3/8	9 3/4
(f) 9.00/20	10	3450	6.50T	Cast spoke	—	91 1/8	70 1/2	49 1/8	11 1/2	1 3/4	9 1/8	—	—	—	37	33 1/2	10 7/8
9.00/20	10	3450	7.0	Cast spoke	64 1/2	92 1/8	69 1/8	47 5/8	12 3/8	1 7/8	10 1/8	31 3/4	30 1/4	12 3/4	37	33 1/2	10 7/8

(a) Ply rating . . . (b) Tire and Rim Association rated capacity, lbs. per tire . . . (c) Tire and Rim Association standard tire width . . . (d) Light heights shown are for chassis plus 1250 lbs. allowance for cab, body and equipment . . . (e) On 230 in. wheelbase, subtract 3/4 in., on 251 in. wheelbase subtract 1 1/4 in. from dimensions shown. . . (f) Rear only.

Standard Chassis Specifications

GVW RATING—20,000 lbs.

FLAT-BACK COWL: Type 1721.

TIRES: 8.25/20, 10-ply rating. Front and dual rear.

WHEELS: Integral hub cast steel. Demountable rims.

ENGINE: GMC 302 gasoline. Six-cylinder. 4-in. bore, 4-in. stroke. Displacement, 301.6 cu. in. Max. Gross B.H.P., 145 @ 3600 r.p.m.; Max. Net B.H.P. 130 @ 3200 r.p.m. Max. Gross Torque (lbs.-ft.), 262 @ 1200-1800 r.p.m.; Max. Net Torque (lbs.-ft.), 256 @ 1100-1300 r.p.m.

CLUTCH: 11 1/2-in., 136.4 sq. in. frictional area. Single disc type with spring damper.

TRANSMISSION: Five-speed, constant mesh, direct-in-fifth. Six-stud S.A.E. take-off opening on each side.

FRONT AXLE: Rated capacity, 6,000 lbs. Heat-treated, forged-steel I-beam center.

REAR AXLE: Hypoid, single reduction. Rated capacity, 15,000 lbs. Ratio, 6.80 to 1. Full-floating, banjo housing; Hotchkiss drive.

SERVICE BRAKES: Hydrovac-operated two-shoe type with dual wheel cylinders both front and rear. Front, 15 x 2 1/4; rear, 15 x 4 1/2. Cast iron drums. 1030 cu. in. vacuum reserve tank.

HAND BRAKE: 9 1/2-in. drum-type on transmission.

STEERING GEAR: Recirculating ball nut and sector type; semi-reversible. Adjustable. 18-in. wheel. Ratio, 28.14 to 1.

FRAME: 9 1/8 x 3 1/2 x 5/16. Section modulus, 12.7.

FRONT SPRINGS: Semi-elliptic alloy spring steel. 45 x 2, 10-leaf.

REAR SPRINGS: Semi-elliptic, alloy spring steel. 56 x 3, 14-leaf, progressive type.

GENERATOR: 6-8 volt, 35-ampere, ventilated. Voltage and current regulated.

BATTERY: 19-plate, 6-volt, 125-amp.-hr. capacity.

GOVERNOR: Velocity type.

COOLING SYSTEM: Capacity, 18 qts. Tube-and-fin-type core; thickness, 3 3/8 in.; frontal area, 405 sq. in. Spring-mounted protective frame, built-in expansion tank. 5-blade, 18 1/2-in. fan.

PROPELLER SHAFT: Tubular, with needle bearing joints. Center joints supported by rubber-encased sealed ball bearing. Safety guards for extra protection.

FUEL TANK: 30 gal., rectangular, mounted outside frame rail.

MISCELLANEOUS STANDARD EQUIPMENT

Front bumper, channel type . . . Illuminated instrument panel: ammeter; speedometer; gauges for oil pressure, fuel level and water temperature . . . One-pint oil bath air cleaner . . . AC type S-2 oil filter . . . Spare rim . . . Controls: foot throttle, hand throttle, carburetor choke, key-locked ignition switch . . . Electric air-tone horn . . . Tools, including jack.

MAJOR OPTIONS (at extra cost)

Generator: 40-amp.; 55-amp. . . Shock absorbers, front and rear . . . (See chart above for tire options.)

GMC Truck & Coach Division reserves the right to make changes at any time without notice in prices, colors, materials, equipment, specifications and models and also to discontinue models.

Data shown above is basic information for the prospective buyer. Dealer will provide complete information on options, specifications, etc., not shown here.

GMC TRUCK & COACH DIVISION, GENERAL MOTORS CORPORATION . . . PONTIAC, MICHIGAN