

**NOTE: This is a copy of an appraisal that was done for the owner of this 1970 Oldsmobile. All contact information has been removed by the appraiser.**

On this date: **August 22, 2022** I personally inspected and evaluated the vehicle described below for the purpose of providing an estimation of the vehicle's cash value today. I inspected the vehicle's exterior, interior, chassis, and engine compartment. A mechanical evaluation was conducted where possible. This evaluation is based upon authenticity, preservation/ restoration, maintenance and/or replacement costs.

Vehicle Make: **Oldsmobile** Model:**442** Year:**1970** VIN:

**Comments – Photos – Description**



This 1970 Oldsmobile 442 has been restored to a very high quality “driver” and has participated in one of the Hot Rod Power Tours, which certainly tells how dependable it is for long road trips.



These photos were supplied by the owner. This appraiser states: these photos represent the current condition of the car.



Rubber weather strips are all new reproduction. Many records and receipts are available to see where parts were sourced and what has been done during the restoration that was done in the late 1990's. NOTE: the paint is very glossy and picks up reflections of items near the car.



Interior is restored using correct materials from well-known suppliers. Original gauges work as do the aftermarket gauges below dash.



Upholstery is all very good and mostly replacement. This is a manual 4-speed car original 442 that has added W-30 items. The car is may not be a "matching number" 442 but is a real 442 with W-30 items added. This is not a W-30 442.

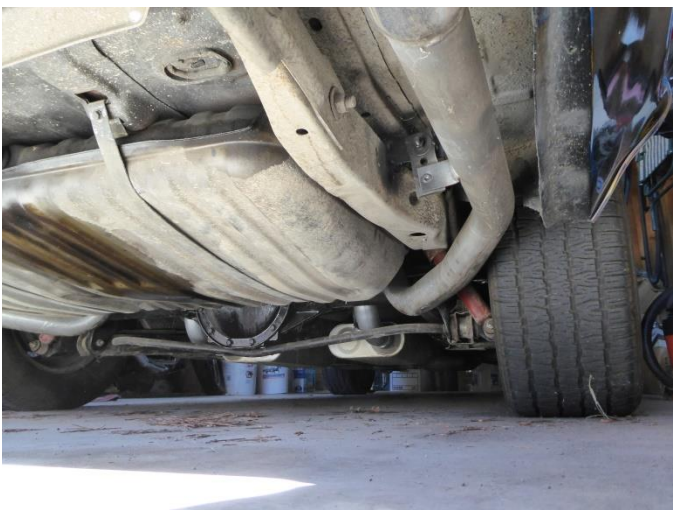


The body panels are excellent. All exterior trim is very good. The car has been judged at Oldsmobile meets and judging score sheets are available in the records. Panel fit is very good. Doors, hood and trunk open and close as expected. Glass is very good. Correct W-30 Ram Air hood with fiberglass top and steel base.

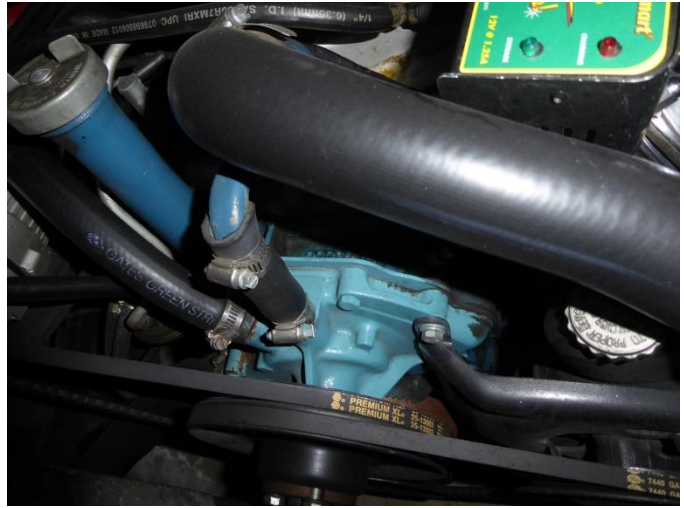


Rear window fit is very good, rear panel below glass is very good.

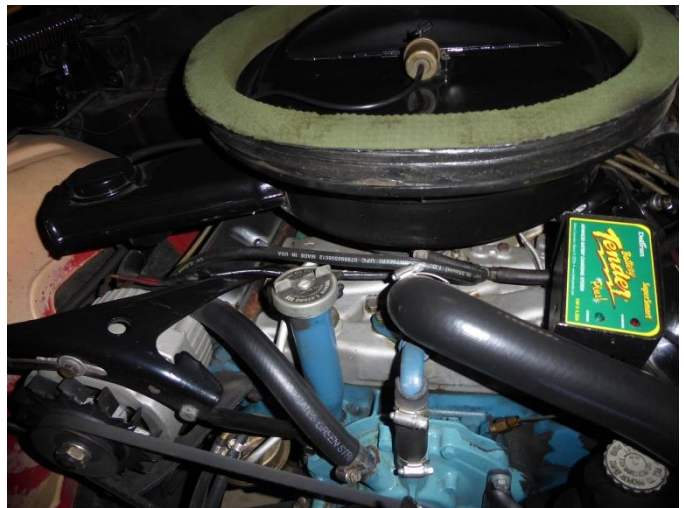
Chassis is clean and in good condition.



Gas tank has a stain that may need to be looked at. Exhaust looks very good with heavy duty "turbo mufflers". Grill and front trim are very good.



Engine has been rebuilt. All records are available. Engine has an Isky 270 camshaft and notes state .030 overbore with new pistons.



Engine compartment is clean and looks very good after several years since the restoration. Battery tender keeps the battery fresh. This appraiser started the engine and ran it for a short time. It easily started, had very good oil pressure and idled smooth. Transmission was shifted slowly into gear. Clutch adjustment was very good. Park brake worked as expected. Engine was not ran long enough to check for operating temperature stabilization.



Factory body plate is in place Appears to be intact and not tampered with. This appraisal does not include data plate interpretation.



Right side of the car was not easy to get photos, however, this appraiser inspected the side and found it to be in very good condition.



Roof looks very good. Windows closed and fit very good. Chassis is not restored, but is clean and sheet-metal appears to be in very good condition.



Wheel wells and chassis are very good- Not "detailed". Front leading edge of hood has some paint chips. Very difficult to see the chips in these photos. Paint overall is very glossy and smooth. Note the red inner fender wells, these are molded fiberglass parts that were standards on the W-30 cars.



Radial T/A's all around on correct Olds rally wheels. All trim rings, caps and wheel hardware are very good. Notice the read fiberglass inner fender aprons. These are a W-30 feature. This car has enough of the W-30 items that it does a great job of representing the W-30 optioned 442.



Trunk area had been restored with the original style trunk "splatter paint". All visible areas are restored as original.



Leather These photos are shared so some view of the inner "back-side" of rear panels can be seen. These areas show the bottom area of the rear window that on some cars will show rust repairs. This car appears to have no issues or repair and is in very goods condition.

## Summary Comments

**A very good Olds 442 that has been treated to a restoration back to OEM standards. Nicely done and would be a great car to own and drive to collector car events, while knowing it is dependable and a pleasure to experience. One of the great Muscle Cars of the era!**

After careful evaluation of this vehicle, based on my expertise and experience (and after consulting Old Cars Price Guide, NADA, Hi-Bid.com International Auction Results, the Internet, reviewing the database available to me, and after consulting with other Professional Appraisers, museums, and automotive experts, etc., when necessary, I appraise (estimate) this vehicle as having an insurance value of **\$98,000.00**

An estimated private sale cash value could be a bit less depending on what a seller and buyer may agree. This value should not be considered a "wholesale value" but what may happen in a private sale. Suggested Value of: **\$85,000**

I hereby state that I have no financial interest, ownership, or employment in/with any firm that may benefit from this appraisal. I further state that I have received no compensation for this appraisal, from any source, other than my fee of **\$250.00**. Therefore I have no actual or potential conflict of interest in providing this appraisal.

## **Other Factors Considered for the purpose of this appraisal.**

### **Collector Vehicle Condition Guide**

#### **Overall Condition rating assigned: 3**

1. EXCELLENT: Restored to the current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. This is a 95-plus point show car that is not driven. In national show judging, a car in No. 1 condition is likely to win top honors in its class. In a sense, it has ceased to be an automobile and has become an object of art. It is likely to be transported to shows in an enclosed trailer, and, when not being shown, it is stored in a climate-controlled facility. It is not driven. There are very few No. 1 cars.

2. FINE: Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well-maintained original showing very minimal wear. Except for the very closest inspection, a No. 2 vehicle may appear as a No. 1. The No. 2 vehicle will take the top award in many judged shows, except when squared off against a No. 1 example in its own class. It may also be driven 800-1,000 miles each year to shows, on tours, and simply for pleasure.

3. VERY GOOD: Completely operable original or "older restoration" showing wear. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus, combinations of well-done restoration and good operable components; or a partially restored car with all parts necessary to complete it and/or valuable NOS parts. This is a "20-footer." That is, from 20 feet away it may look perfect. But as we approach it, we begin to notice that the paint may be getting a little thin in spots from frequent washing and polishing. Looking inside we might detect some wear on the driver's seat, foot pedals, and carpeting. The chrome trim, while still quite presentable, may have lost the sharp, mirror-like reflective quality it had when new. All systems and equipment are in good operating order. In general, most of the vehicles seen at car shows are Number 3s.

4. GOOD: A drivable vehicle needing no, or only minor, work to be functional. Also, a deteriorated restoration or a very poor amateur restoration. All components may need restoration to be "excellent," but the car is mostly usable "as is." This is a driver. It may be in the process of restoration, or its owner may have big plans, but even from 20 feet away, there is no doubt that it needs a lot of help.

5. RESTORABLE: Needs complete restoration of body, chassis, and interior. May or may not be running, but isn't weathered, wrecked, and/or stripped to the point of being useful only for parts. This car needs everything. It may not be

operable, but it is essentially all there and has only minor surface rust, if any rust at all. While presenting a real challenge to the restorer, it won't have him chasing for a lot of missing parts.

6. PARTS CAR: May or may not be running, but is weathered, wrecked, and/or stripped to the point of being useful primarily for parts. This is an incomplete or greatly deteriorated, perhaps rusty, vehicle that has value only as a parts donor for other restoration projects.

**Collectible Grade (based on Sports Car Market Pocket Price Guide) Vehicle rated according to their desirability in the collector car hobby.**

**Collectible Grade: A**

**A Grade:** These are the most desirable vehicles that have a strong following and have high values. Attributes include style, performance, historical significance, rarity, competition history or significant provenance.

**B Grade:** Vehicles that have something special about them including technical innovation, style or competitive provenance but usually not all three. These vehicles were produced far larger numbers than "A" Grade.

**C Grade:** Vehicles that have some inherent interest but few special or desirable characteristics.

**D Grade:** Vehicles that have the potential to be collectable but failed to be successful in the collector marketplace often due to design, engineering or styling flaws.

**E Grade:** Vehicles with few redeeming characteristics that are consequently hopeless in any way.

**Market Grade:**

**Market Grade: b**

**A:** Vehicles with broad appeal to primarily high-end collectors and museums.

**B:** Vehicles with broad appeal to almost all collectors in all price ranges.

**C:** Vehicles that are starting to show broad appeal to buyers and collectors.

**D:** Vehicles that are sought by niche or marquee oriented buyers.

**E:** Vehicles desirable to a very small market, usually special interest buyers or collectors.

**Published Values "Blue Book"**

**Current Published Values J.D. Power NADA online 8-2022**

Low Retail: \$49,500 Average Retail: \$76,625 High Retail: \$115,875

**Old Cars Price Guide May/June 2022 Page 56 \*1970 and newer models are only included each quarter)**

#3 Condition \$38,400 #2 Condition \$59,850 #1 Condition \$85,500

**Hagerty.com Valuation tools:**

#4 - \$24,700 #3 - \$37,800 #2 - 54,800 #1 - \$86,100 \*trending upward

[www.hi-bid.com](http://www.hi-bid.com) The website reports auction sales over last year and trends for ten years.



Average reported price of 23 sales sold at auctions over the last 12 months averaged 98,800, trending sharply upward since 2019. This report does include the W-30 models, which generally are more valuable. There are a few that are standard 442 models that sold for between \$88,000 and up to \$143,000. One car reported to be in condition #2 sold for \$99,000.

### **Comparable Cars History Ads and known sales**

The actual Cash Value is what a willing seller and a willing buyer may negotiate at the day and time of sale. This appraisal uses these cars to show there are vehicles of similar make and model. These examples may or may not be in similar condition as the subject car.

<https://www.hemmings.com/classifieds/dealer/oldsmobile/442/2608615.html> Listed at \$97,900 does not state is it is a W-30  
<https://www.hemmings.com/classifieds/dealer/oldsmobile/442/2608614.html> Listed at \$139,900 listed as a 442  
<https://www.hemmings.com/classifieds/dealer/oldsmobile/442/2591895.html> Listed at \$98,900 says it is a W-30  
<https://www.hemmings.com/classifieds/dealer/oldsmobile/442/2586565.html> Listed at \$124,900 states it is a real W-30  
<https://www.hemmings.com/classifieds/dealer/oldsmobile/442/2482272.html> Has all the W-30 badging and a 4 speed. Asking \$70,000 has obvious flaws and has not been restored to high standards.