

1966 Oldsmobile Ninety-Eight

2dr Convertible • 8-cyl. 425cid/365hp 4bbl

#1 Concours condition

\$56,700

— 0%

#2 Excellent condition

\$37,200

— 0%

#3 Good condition

\$19,600*

↗ +4.3%

#4 Fair condition

\$9,400

— 0%

Model description

Oldsmobile's full-size cars were restyled in 1965, including the flagship Oldsmobile 98. The 98's hood center now extended into a V and a kick-up on the rear fender. The Turbo Hydra-Matic transmission was improved for smoother shifts and quicker acceleration, a split-back front seat with center armrest became available on two-door models, and the trunk space increased by four cubic feet. The gas tank also increased to 25 gallons, and the 394-cid V-8 engine was punched out to 425, with either 360 or 370 hp.

The Olds 98 came in five models: a two door Sports Coupe, a four-door Town Sedan, Luxury Sedan and four-door Holiday Hardtop, and a convertible. In all more than 90,000 were sold in 1965, with the Luxury Sedan leading the way at 33,591 units.

The 1966 98s were little changed from 1965, except for vertical "blade" front fenders, similar to what appeared on the new Toronado. There were still five 98 models, including three four-doors, a Sports Coupe and a convertible. Sales were steady, even as hp was raised to 365.

The 1967 model year saw a number of mechanical and safety advances in the Oldsmobile marque. Like the rest of the lineup, the 98s all received dual brake master cylinders, four-way flashers, transistor ignitions, energy-absorbing steering wheels, and shoulder harness seat belt anchors. Front disc brakes were optional.

For 1968, there were few changes to the Oldsmobile 98 line. All models received a broad trim piece along the lower sides, the grill was divided into two parts and side marker lights were fitted. Wheel cylinders were bigger, and the wipers swept a larger part of the windshield. The 425-cid engine increased to 455 but power output remained the same. Most of the 90,000 98s that were ordered were fully loaded with power steering, brakes, windows and seats, and air conditioning.

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The 1969 Olds 98s were squarer and more slap sided, with the rear fender kick-up and "coke-bottle" curve removed. Encouraged by the success of the Luxury Sedan, Olds added a Luxury Hardtop and 25,973 were sold, boosting 98 sales to 116,708 examples. For 1970, last year of this generation of 98, the 455 engine was redesigned internally, with positive rotators to improve valve seating and improved connecting rods.

The 1965 to 1970 Oldsmobile 98 is a solid choice for a mid-1960s luxury cruiser. The cars are big enough to accommodate a family comfortably and they capture much of the era's style, all while costing significantly less than the more iconic and powerful muscle cars of the day.

Body styles

2dr Convertible

2dr Holiday Coupe

Engine types

8-cyl. 425cid/365hp 4bbl

1965-1970 Oldsmobile 98 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$42,900	\$4,950	\$15,225	89

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.