

1970 Oldsmobile 4-4-2 W-30

2dr Convertible . 8-cyl. 455cid/370hp 4bbl

#1 Concours condition

\$170,000

0%

#2 Excellent condition

\$122,000

0%

#3 Good condition

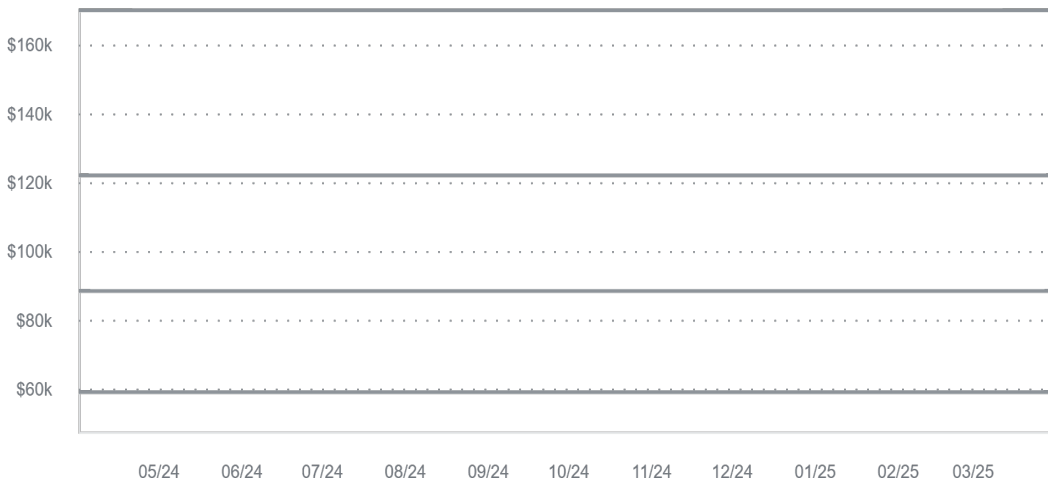
\$88,400*

0%

#4 Fair condition

\$59,000

0%



NOTE: The chart displays price changes for the last year.

Model description

The year 1970 would prove to be the apex of the muscle car era, with even more powerful models available than in 1969. Oldsmobile's F-85/Cutlass/4-4-2 series of Sport Coupes and Hardtops dominated the marque's offerings, which totaled 633,981 for the year, leaving the division in fifth place nationally.

The 1970 Oldsmobile 4-4-2 series was the division's performance leader. A total of 14,709 2-door Hardtops were sold, along with 1,688 Sports Coupes and 2,922 Convertibles. Base engine was the 365 bhp, 455 cid V-8, now that GM had relaxed its limit of 400 cid in mid-sized cars. The 1969 Hurst/Olds had already used the 455 V-8, but now it was generally available. The 1969 4-4-2 also included buckets seats, front disc brakes, handling package, improved engine, low restriction dual exhaust, decals and stripes.

The top hot-rod package was the W-30 once again, which cost an extra \$597 on top of the base \$3,376 for the Hardtop. Ram-air induction flowed through a handsome fiberglass hood rather than the grille in a much more elegant version than the 1969 Hurst/Olds arrangement. The 455 V-8 generated 370 bhp, but at higher rpms. A Muncie M22 "Rock Crusher" 4-speed cost another \$227, or an M40 Turbo-Hydramatic transmission offered quick shifts at high rpms for the same sum. All floor shifts were made by Hurst.

The 1970 Olds 4-4-2 W-30 produced 0-60 mph times under 6 seconds and a quarter-mile in 14.36 seconds at 100.22 mph. Oldsmobile sold 3,100 W-30 packages in 1970. For the last time, the 325 bhp 350 cid small-block W-31 package was offered and cost \$585. It would not pass emissions the next year. A total of 1,372 W-31s were sold in 1970, a mix of Hardtops and Sports Coupes. No convertibles were listed. A W-35 rear spoiler was available separately for \$73.

One more highlight in Oldsmobile's most flamboyant year was the Indy 500 Pace Car package, as the company paced the Brickyard field on Memorial Day. The Y74 Indy 500 package was divided between 358 Convertibles and 268 Hardtops. Al Unser won the actual race and was given a convertible.

Options for 4-4-2s included power brakes, power steering, air conditioning, power seats, power windows, super stock wheels, power door locks, AM/FM stereo, cruise control, tilt steering, tinted glass, Turbo-Hydramatic automatic transmission, 3-speed floor shift manual, and 4-speed manual (close-ratio optional).

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Body styles

2dr Convertible 2dr Holiday Coupe

Engine types

8-cyl. 455cid/370hp 4bbl

1968-1972 Oldsmobile 4-4-2 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$357,500	\$4,541	\$23,333	1763

Equipment

Additional Info

Vehicle Length: 203.2 in

Wheelbase - Inches: 112 in

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.