



1969 OLDSMOBILE

442

45,000 ACTUAL MILES

4-SPEED

THIS BEAUTIFUL EXAMPLE OF A 1969 OLDS 442 IS BEING OFFERED FOR SALE BY BOB GILLINGHAM FORD. THIS IS A COMPLETE RESTORATION FROM BOTTOM TO TOP INSIDE AND OUT! THERE ARE MANY PICTURES BELOW, BUT THEY REALLY DO THE CAR NO JUSTICE. IT MUST BE SEEN IN PERSON TO TRULY BE APPRECIATED! ALTHOUGH THIS IS NOT A MATCHING NUMBERS CAR IT IS A TRUE 442! THE BODY ON THE CAR IS ALL ORIGINAL PANELS AND COMPLETELY SOLID, AND LAZER STRAIGHT. THE BODY WAS COMPLETELY STRIPPED AND LEFT NO REMNANTS OF THE ORIGINAL PAINT. IT UNDERWENT A COMPLETE REPAINT IN RED THAT IS DEFINITELY AN EXPENSIVE SHOW QUALITY PAINT JOB! ALL THE CHROME AND STAINLESS IS LIKE BRAND NEW INCLUDING ALL THE GLASS, EMBLEMS, AND GRILLES. THE OLDS RALLY WHEELS ARE REFINISHED AND LIKE BRAND NEW WITH BF GOODRICH RADIAL TA TIRES THAT ARE LIKE NEW ALSO.

THE INTERIOR WAS ALSO REFINISHED AND ALL COMPONENTS LOOK OUTSTANDING INCLUDING DOOR PANELS, HEADLINER, SEAT COVERS, CARPETS, AND DASH. EVEN THE GAGE LENSES ARE CLEAR AND ALL GAGES

WORK CORRECTLY. THE STEERING WHEEL IS IN GREAT SHAPE AND THE CENTER CONSOLE IS ALSO WITH NO SIGNS OF PITTING OR PEELING.

THE ENGINE COMPARTMENT HAS BEEN REFINISHED TO SHOW QUALITY. THIS WAS ORIGINALLY A 400 G- CODE V8 CAR. AT THE TIME OF REBUILD THE BLOCK WAS CHANGED TO A F-CODE 455 CI BLOCK WITH A 1969 DATE CODE. THE BLOCK STILL UTILIZES THE CORRECT 400 HEADS, INTAKE, AND CARB. THE CAR STILL HAS THE ORIGINAL M-21 TRANS WITH THE HURST 442 SHIFTER. THE CORRECT 442 DUAL EXHAUST IS ALSO STILL ON THE CAR.

THE TRUNK HAS BEEN REFINISHED AND INCLUDES THE MAT, SPARE AND JACK. SOMETHING THAT SEEMS TO BE RARELY FOUND IN THESE CLASSIC CARS.

THIS CAR IS BY FAR NICE ENOUGH TO BE A TRAILER QUEEN HOWEVER IF YOU CHOOSE TO DRIVE IT YOU WILL BE PLEASANTLY SURPRISED. RIGHT FROM START UP YOU CAN TELL THIS CAR HAS BEEN RESTORED CORRECTLY THE CAR HAS A GREAT AMOUNT OF POWER, THE M-21 SHIFTS SMOOTHLY, AND THE CAR DRIVES EXTREMELY TIGHT.

THIS IS A SHOW READY CAR THAT NEEDS NO ATTENTION AT ALL, JUST GET IN IT AND DRIVE TO THE SHOW.

BELOW IS SOME INFO I PULLED FROM THE INTERNET THAT MAY ANSWER SOME QUESTIONS YOU MAY HAVE ABOUT THE 442:

Authentication:

- 1969 442 VINs follow the form "344xx9x1xxxxx". Canadian-built cars used the number 1, instead of the traditional letter, indicating the Oshawa Ontario manufacturing plant.
- The body data plate will not match the VIN. All 1969 442s have 344879... VINs, but the body data plates for those years will carry a 3687... designation. This is well documented and nothing to worry about. Similarly, the sequence number on the body data plate will not match the last six digits of the VIN (except in the event of an extreme coincidence), since these were Fisher Body numbers, not VINs. To sum up, while the body data plates on the 68-69 cars carried Cutlass body numbers, the VIN for a 69 442 must start out 344879. However, Fisher Body definitely changed the numbering on the body tags sometime in 1969, so there are a few 1969 442s with 344... Fisher body tags. Switch occurred somewhere after the fourth week of March.

Used a 31/32" front sway bar with a cyst-like nub on the passenger side. The Cutlass front sway bar is square on the ends. The 442 front sway bar, is somewhat fatter, (.970" vs the Cutlass .937" in dia.), but it has rounded ends with a rounded extrusion on the end. Call it a sway bar "cyst" if you will. Someone swapping this item, would REALLY have to know what they were doing.

- Rocket emblems in place of the "S" or "CS" on the door panels right above the arm rests. Most forgers miss that detail, so it is a good quick and dirty check to make in case you can't open the hood or read the VIN tag. I think 95% of forgers would overlook the

rocket emblem.

- The body plate business has been documented before and it is in fact likely that a 1969 4-4-2 will have a Cutlass body code on the plate.

Grille was split in the center with a wide divider on which 442 appeared. Turnpike cruising option deleted. It also had paint stripes outlining the "power bulges" on the hood and a single pinstripe at the trunk edge, outlining the tail lights, 442 badging, special grill, (blacked-out egg-crate) and woodgrain applique on the dash. The 442 grills were in fact black on the slats with silver around sides and bottom Headlight bezels are silver with black on facing (area that headlight come thru). It came with 14 X 6 wheels.

Model	Units
Sports coupe	2475
Hardtop coupe	19587
Convertible	4295
Total	26357

Alternator used an internal voltage regulator. Interior also featured woodgrain on the dash. Also used a cutout rear bumper and the trunk had stainless trim.

In 69 the W29 "option" was the entire package. When you ordered a W29, you got the base 442 and any OTHER options (also marked with *) required when ordering W29. W29 was the REQUIRED option when you checked off that you were ordering a 442, (hence the *) and unique VIN ID was included, since it was its own body line from 68-71 inclusive. Strange as it may seem, this W29 really meant put all the 442 stuff on a Cutlass car. So it was coded W29, not 442. Make sense?









































































