

1949 Willys Jeepster

2dr Phaeton Convertible • 4-cyl. 134cid/63hp 1bbl

#1 Concours condition

\$44,800

↗ +76.4%

#2 Excellent condition

\$33,800

↗ +96.5%

#3 Good condition

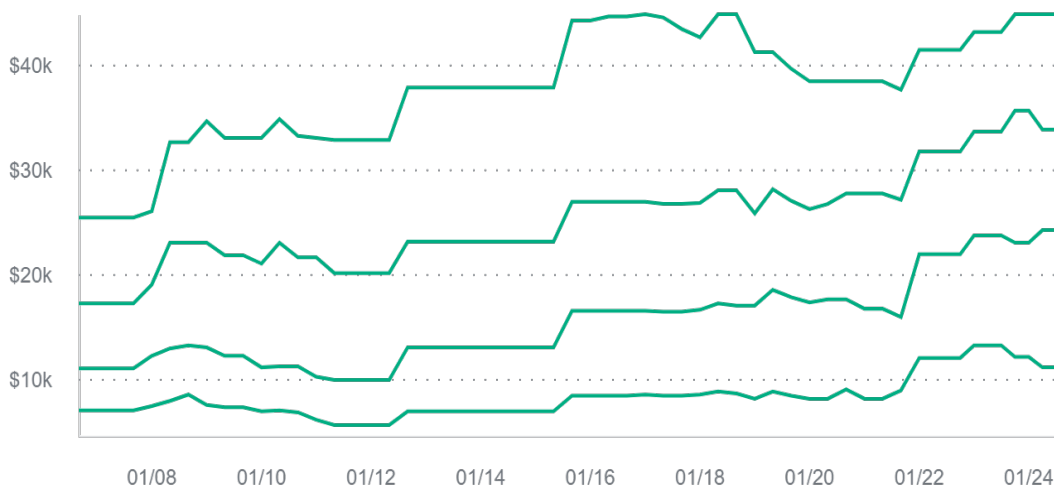
\$24,200*

↗ +120%

#4 Fair condition

\$11,100

↗ +58.6%



Model description

The Willys Jeepster was an ingenious design by Brooks Stevens, which combined a four-passenger phaeton with soft top that evoked the appearance of the wartime Jeep. The model was introduced in May 1948 with the thinking that returning GIs would be sentimentally attached to the appearance. Most GIs, however, were looking to move beyond the military, and sales were disappointing.

The VJ2 Willys Jeepster offered few options, and the first ones had a 134-cid four-cylinder "Go Devil" L-head engine. This engine was well suited to the Jeep, which was smaller, lighter, and designed to slowly navigate difficult terrain, but was not optimized to carry four people at anything above 50 mph on the highway. Transmission was a three-speed manual with optional overdrive. In 1950, the engine was replaced by the "Hurricane" F-head engine of the same displacement.

Willys introduced an up-rated Jeepster in January 1949, and a 148-cid, 72-hp six-cylinder, side-valve engine became optional in July 1949. For 1950, the Jeepster received a facelift to become the Second Series VJ3 model. The grille became more V-shaped, with five horizontal bars. Some accessories were available, like bumper guards and wheel trim rings, and overdrive was still optional. The VJ2 and VJ3 models were sold side-by-side. No 1951 Jeepsters were built, but leftover 1950 vehicles were sold as 1951 models until the Jeepster was officially discontinued in July.

The Willys Jeepster's biggest problem is similar to that of the Mini Moke and the VW Thing. Long after their initial production run, these vehicles utility and practicality is limited. Like its peers, the Jeepster looks rugged and off-road capable but isn't. It has basic construction and poor all-weather equipment, and struggles to keep up with modern highway traffic. Fewer than 20,000 were built and many were up-rated with small-block Ford or GM V-8 engines, which can make stock examples difficult to source. The Jeepster has an undeniable charm, though, and has nearly universal acceptance among car enthusiasts, equally welcome in the company of hot rods as it is at Pebble Beach. They make cheerful summer cruisers and are simple to maintain, which make them worth the hunt.

Body styles

2dr Phaeton Convertible

*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.

Engine types

4-cyl. 134cid/63hp 1bbl

1948-1951 Willys Jeepster stats

| Number produced ** | Highest sale | Lowest sale | Most recent sale | Sales |
|--------------------|-----------------|----------------|------------------|------------|
| 2698 | \$54,000 | \$2,970 | \$16,000 | 282 |

** Number produced is specific to this year and configuration.

Equipment

Additional Info

Shipping Weight: 2468 lbs

Vehicle Length: 174.8 in

Wheelbase - Inches: 104 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.