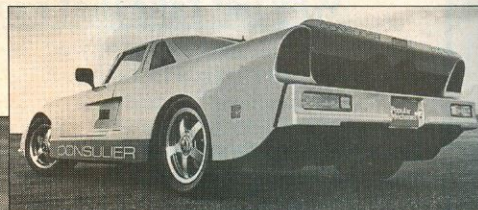


## DRIVE REPORT

# CONSULIER GTP

BY RICK TITUS, West Coast Editor



● Bruce Springsteen's *Born In The U.S.A.* would make the perfect company anthem for Warren Mosler and his Consulier Industries, Inc., manufacturers of the Consulier GTP. His tiny army of Americans, building a purely American sports car in Riviera Beach, Florida, takes pride in the fact that its product is based entirely on Yankee knowhow and American components. Yet there's more substance here than mere flag-waving. The Consulier GTP is, in every respect, a world-class performer. One only needs to meet Warren Mosler to understand why.

Mosler, a successful Florida-based bond broker, felt a need for a really serious American production sports car. Five years and a sizable sum of money later, Consulier Industries and the Consulier GTP are on line, on market and on target—a major accomplishment in and of itself. The fact that the car performs, handles and rides like the best combination of all the finest production sports cars in the world, and is the only current production-based composite monocoque chassis/body car on the market, magnifies the achievement.

Mosler is really a racer at heart, and it shows in the kind of car he builds. The overriding goal of the Consulier GTP is performance—in its fullest sense. The car had to have light weight, neutral handling, good ride, exceptional strength, rapid acceleration and top speed. These design

parameters were given to McKee Engineering, a long established and proven race car design consultant.

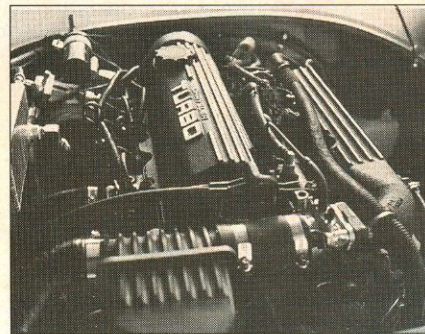
McKee's response included an in-board rocker-style suspension system that reduced unsprung weight, lowered the hardware profile, eliminated bumpsteer and controlled roll-induced camber changes.

### The 2.2 turbo

Engine details were next on the agenda. Chrysler had a shelf full of fire-breathing 4-cylinders called Turbo IIs, which Carroll Shelby had used to power several slick makeovers.

Chrysler's 175-hp turbocharged, intercooled 2.2-liter engine is a perfect match to the Consulier's featherweight 1950-pound body/chassis. The engine/transmission sits amidships and gives the Consulier a 37/63 front/rear weight distribution.

In the cockpit Mosler wanted a mix-



Chrysler's 175-hp 2.2-liter Turbo II hustles Consulier to 60 mph in just 5.5 seconds.

ture of comfort and function, so Recaro bucket seats were used for both hard cornering support and comfort, while the dashboard is loaded (nearly overloaded) with gauges. Oil pressure, oil temp, water temp, boost pressure, alternator and trans temp gauges all fill the center dash area in a panel that looks all too speedboat-like. Lots of info, but difficult to read. In the top-of-the-line LX model, leather covers the Recaro bucket seats, center console and door panels. There's also air conditioning and a compact disc player.

### Race car looks

Externally, the Consulier's message is pure race. Styling influences from several International Motor Sports Association (IMSA) sports prototype race cars are obvious, and if you like attention, you'll love the Consulier. In testing more than 300 different cars, we have never seen another automobile generate so much reaction.

Since the completion of our tests, Consulier has redesigned several points around the car. They include a slight restyling of the front fender and headlamp area, a reshaping of the roofline and doorsill cut-in line, an enlarged fender radius in the rear and several modifications to the tail-end spoiler area. And Consulier Sales and Promotions Director Pete Magnuson told us a new convertible is production-ready.

The enlargement of the rear-wheel