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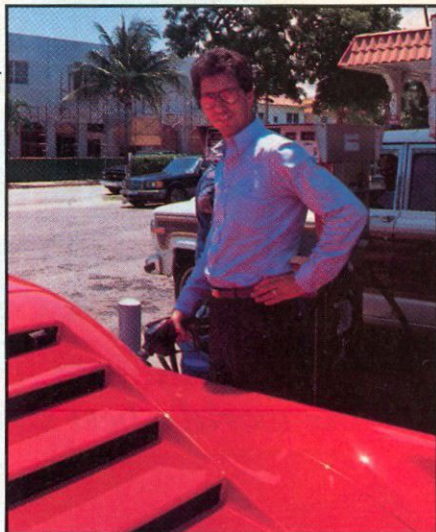
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Consulier creator Mosler fuels his dream

the car's overall strength, but look clumsy.

The car's shape, however, helps in the speed department. At speed the body surface acts as a wing to generate downforce. Mosler claims a top speed of 148 mph, much more than your average LeBaron with the same 2.2 turbo.

On the road the car has excellent manners and is quite fun to drive despite its enormous blind spots. The steering feel is very light and direct, much like that of a Formula Ford racer but without the kickback. The one major system that did not come from the Chrysler bins is the inboard suspension designed by race car builder Bob McKee. The suspension does an amazing job of soaking bumps and road irregularities while never transmitting shock to the passenger compartment. It's a treat to fly over railroad tracks, expecting your head to crash into the headliner and have absolutely no drama.

The Consulier's light weight helps the 2.2 turbo with its standard 12 pounds of boost build power much quicker. The 1950-pound car sees 60 mph in just over five seconds. Cornering is probably the GTP's finest talent, which we discovered after entering an exit ramp faster than we should. While lifting off the throttle and getting on the brakes, the car maintained its composure and never hinted at oversteer. Mosler claims the car will pull 1.0 g.

But at \$54,900, the Consulier ain't cheap. For that money you can buy a Corvette ZR-1, a Porsche 911 or a 12-cylinder Jaguar XJ-S. Mosler is targeting a sophisticated buyer group that cares about style and investment potential, and the Consulier is a tough sell against the cars that already inhabit that segment. Even Mosler acknowledges that the car's styling appeals to non-car people, and as an all-new marque, the Consulier has no established image or resale history.

Despite that, Mosler has come up with a workable way to build his idea of the perfect sports car. His production goals are modest, only a handful of cars per year. But it remains to be seen if there are enough enthusiasts willing to live with K-car mechanicals and the inevitable kit-car references. ■

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