



the Verdict:

Highs: Low-mass body, quickness, escaping the cockpit on a hot day.

Lows: Low-appeal body, stupefying price, entering the cockpit on a hot day.

The Verdict: The perfect justification for spending \$62,000 on an Acura NSX.

his car (so far, no one has collected). We, of course, were sufficiently intrigued by this boast to investigate (see sidebar).

The key to the Consulier's speed is weight—or, rather, the lack of it. The GTP's composite monocoque body, made of fiberglass reinforced with carbon fiber and Kevlar, weighs a mere 275 pounds. (Our GTP Sport test car checked in at just 2166 pounds overall—about 60 pounds less than a Honda CRX Si.) Yet the shell is said to be extremely strong. Indeed, Mosler claims that the body's virtues prompted GM's Corvette Group to purchase several Consuliers for analysis.

It doesn't take a titanic powerplant to move such a feathery package with authority. The Consulier makes do with a mid-mounted, turbocharged-and-intercooled 2.2-liter Chrysler four-cylinder engine that pumps 204 horsepower to the rear wheels. Bolted to a Chrysler five-speed transmis-

COUNTERPOINT

•Anyone seriously contemplating building an original car needs to drive a Consulier. You will find yourself asking: How fast must a car be to justify an interior finish normally found on the underside of a hot tub? And can you really appreciate the tenacious grip of the mid-engined chassis on a fine summer day when the cockpit is doing a good imitation of a pizza oven? The Consulier provokes endless questions, until you finally ask yourself how you ever thought you could build a car in the first place.

—Csaba Csere

C/D's rules are strict: those who leave trash in a test car for the next staffer lose their driving privileges for a week. Now, a new punishment has been suggested: slobs who deposit stray fingernail clippings on the console or an errant french fry on the seat must drive the base Consulier. No fooling, driving this sonic sweatbox taxes your senses. For exam-

ple, the engine is able to push the GTP from 0 to 60 mph in just 5.2 seconds and through the quarter-mile in 13.9 seconds at 100 mph. That's enough straight-line speed to keep the GTP nipping at the heels of the Nissan 300ZX Turbo, which has nearly a 100-horsepower advantage.

Let's continue that comparison. When your right foot goes flat to the floor in the Z, the interior sound level climbs to a conspicuous but reasonable 80 decibels. In the GTP, though, full-throttle acceleration produces a whopping 95-decibel din in the cockpit—akin to listening to a Guns 'n'

ple, try a full-throttle standing start. Rev it to 5600 rpm, drop the clutch, feel the rear end wiggle, and then watch as the world gets all blurry. If this is punishment, then beat me, please.

—Don Schroeder

Parking the car. Oh, no, a wave of little Bart Simpsons, all on bicycles.

"Wowwwwwww."

"Oooooohh."

"Hey, is 'at a Lamborghini?"

"How fast's it go? Huh? Huh?"

Climbing out. Feeling a bit like a Ninja Turtle. Or Buster Crabbe come to grapple with evil Ming. In this science-fiction car, afterburners and all.

I tell the Simpsons it's fast, steers darty as a go-kart, not much air in there, no radio, a helluva racket on the road. Fun, I guess. But no, not a Lamborghini. I let them sit inside.

"Cooool."

Got 50 grand, kid? —Steve Spence

Roses concert while holding bottles of Jack Daniel's over your ears.

Of course, there's more to the Consulier cockpit than mere decibels. There's a deeply sculptured driver's seat as standard issue (our test car also had the optional \$250 passenger seat). There's a three-spoke steering wheel. There are three cigarette lighters. There are many plastic panels. There are a few hardened swabs of excess body goo. And there are rows of gauges. In addition to a speedo and a tach, the GTP features small dials for oil temperature, water temperature, transmission-oil temper-