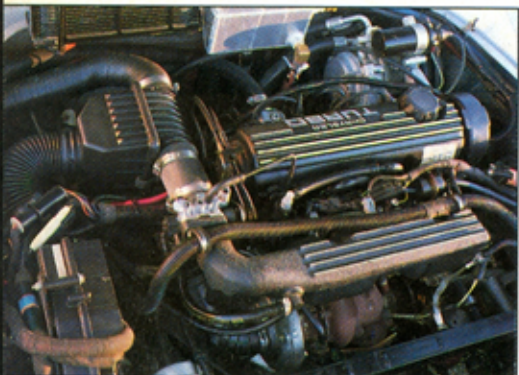




High-quality pieces abound in the GTP's interior. Low points are the scattered Chrysler tidbits like door handles and power window switches.



The cars we drove were powered by the 2.2-liter Chrysler Turbo II, which makes 200 horsepower. Power increases are envisioned for the future.



A convertible version is also available, like this one we drove. A restyle of both open and closed cars is entering production now. The price for the hard-top has risen to \$62,500.

works. Except for some minor low-rpm sluggishness, the power is controllable and more than adequate to get the Consulier from one turn to the next with extreme predjudice.

In a marketplace crowded with machinery that delivers on a number of different levels, the Consulier is a narrow-focus anomaly. On the promise of sporting capability, the Consulier delivers in a big way. But, for the most part, the other elements buyers are used to finding in a street car simply aren't there. Mosler is betting that to some 200 rabid enthusiasts a year, this will seem a fine tradeoff. **MF**

TECH DATA



Consulier GTP LX

GENERAL

Make and model	Consulier GTP LX
Manufacturer	Consulier Industries, Riviera Beach, Fla.
Body style	2-door, 2-passenger
Drivetrain layout	Mid-engine, rear drive
Base price	\$58,900
Price as tested	\$58,900
Options included	None
Typical market competition	Acura NSX, Chevrolet Corvette ZR-1

DIMENSIONS

Wheelbase, in./mm	100.0/2540
Track, f/r, in./mm	63.0/63.0/1600/1600
Length, in./mm	172.0/4369
Width, in./mm	72.0/1829
Height, in./mm	45.0/1143
Ground clearance, in./mm	6.0/152
Manufacturer's curb weight, lb	2150
Weight distribution, f/r, %	37/63
Cargo capacity, cu ft	3.0 (est.)
Fuel capacity, gal	17.0
Weight/power ratio, lb/hp	10.8

ENGINE

Type	Inline 4, liquid cooled, cast iron block, cast aluminum head
Bore x stroke, in./mm	3.44 x 3.62/87.5 x 92.0
Displacement, ci/cc	135/2213
Compression ratio	8.0:1
Valve gear	SOHC, 2 valves/cylinder
Fuel/induction system	Multipoint EFI, turbocharged, intercooled
Horsepower, hp @ rpm, SAE net	200 @ 5200
Torque, lb-ft @ rpm, SAE net	200 @ 2700
Horsepower/liter	90.4
Redline, rpm	6500
Recommended fuel	Unleaded premium

DRIVELINE

Transmission type	5-speed man.
Gear ratios	(1st).....3.00:1 (2nd).....1.89:1 (3rd).....1.28:1 (4th).....0.94:1 (5th).....0.72:1
Axle ratio	3.73:1
Final drive ratio	2.69:1
Engine rpm, 60 mph in top gear	2300

CHASSIS

Suspension	
Front	Upper and lower control arms, coil springs, anti-roll bar
Rear	Upper and lower control arms, coil springs

Steering	
Type	Rack and pinion
Ratio	14.0:1
Turns, lock to lock	2.3
Turning circle, ft	46.0

Brakes	
Front, type/dia., in.	Vented discs/11.3
Rear, type/dia., in.	Vented discs/11.3
Anti-lock	Hydraulic

Wheels and tires	
Wheel size, f/r, in.	15 x 7.0/15 x 8.0
Wheel type/material	Cast aluminum
Tire size, f/r	205/50VR15/225/50VR15
Tire mfr. and model	Yokohama A008R

INSTRUMENTATION

Instruments	120-mph speedo; 7000-rpm tach; fuel level; oil pressure; oil temp; coolant temp; transmission oil temp; volts; boost; analog clock
Warning lamps	Oil; engine; brake; belts

PERFORMANCE AND TEST DATA

Acceleration, sec	
0-30 mph	2.0
0-40 mph	3.6
0-50 mph	4.8
0-60 mph	6.3
0-70 mph	8.9
0-80 mph	11.1
Standing quarter mile, sec @ mph	14.9 @ 91.5
Braking, ft	
30-0 mph	35
60-0 mph	137
Handling	
Lateral acceleration, g	0.90
Speed through 600-ft slalom, mph	64.7
Speedometer error, mph	
Indicated	Actual
30	28
40	38
50	49
60	59

Interior noise, dBA	
Idling in neutral	N/A
Steady 60 mph in top gear	N/A

FUEL ECONOMY

EPA, city/hwy., mpg	21/27
Est. range, city/hwy., miles	357/459