



CONSULIER

Founded by Warren B. Mosler in 1985, **Consulier** has spent several years and over \$15 million perfecting the application of advanced composite technology to automobiles. The GTP sports car, the Commuter and the new utility van clearly show the advantages that our new materials technology can have on vehicle performance, handling, economy and safety. By the use of a monocoque to eliminate all structural metals, except for the engine and suspension sub-frames, the resulting OEM **Consulier** is civilized, resource efficient and durable. Whether electric or ICE powered, the **Consulier** has a distinct weight and structural advantage.

The **Consulier** GTP has been 30 MPH crash tested, is federally certified and meets all government standards for passenger cars. Designed for minimum drag and optimum down force, **Consulier** has been track tested through an envied competition record of wins in 24 hour endurance races, regional SCCA and IMSA Supercar races. With more than 100 units produced, the GTP provides good performance and handling, long term value and safety.

Building on our sports car experience, the company is now completing an OEM full sized, composite monocoque utility van weighing just 2,400 lbs. (ICE) and 3,600 lbs. (EV). Composites give our van greater volume than comparable steel vans at half the weight. Reduced weight means lower maintenance and operating costs. As electrics, the **Consulier** van will double the range and payload of any EV comparables and do it at about half the price.

Unique to our van design is the rear engine, rear wheel drive component set in an independent sub-frame. The result is low side load height and full stand up capability inside. Access for service is easy or the complete drive system can be replaced. As new advances become available for either ICE or EV applications, re-powering can be readily done.

For the congested urban commuter market, a two door, high visibility **Consulier** Commuter is available with an overall length of 8.5 feet and room for 4 adults. Two Commuters will fit in one city parking space; an ideal ZEV application. Under development is a full sized composite passenger car that will bring the new materials technology to a practical family application. Non-corrosive and non-conductive, the **Consulier** composite monocoque is a structural technology in tune with the new advances in pollution free power systems.

CONSULIER AUTOMOTIVE

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Consulier functions with a clear corporate goal which is the application of advanced composites to improve the functional characteristics of existing products. In this process, **Consulier** has produced composite battery boxes, life guard stands, and canoes in our 70,000 SF facility. Our primary thrust is structural monocoques for motor vehicles. From the 62" wheelbase Commuter to a 148" wheelbase 23 passenger bus, **Consulier** composite monocoques are the "enabling technology" for today's fuel efficient, safe and durable vehicles.

The composite monocoque logic is compelling, but little understood. A monocoque structure eliminates the metal chassis completely. Like an egg, the monocoque shell is the strength of the structure through the use of bi-axial woven glass layers epoxy bonded to a PVC foam core. Crash tests and torsional rigidity analysis have proven the superiority of composite monocoques beyond any doubt. The resulting vehicle structure is non-conductive and non-corrosive providing both long cycle life and re-cycle potential.

As an enabling technology, the **Consulier** vehicles provide a clear window of opportunity for zero emissions applications. Electric powered **Consuliers** show a dramatic increase in range and payload over comparable sized steel heavyweights. This performance comes with standard motors, controllers and lead acid batteries instead of the \$30,000 custom battery packs required in a Ford or Chrysler van.

Composite monocoque technology can alter the philosophy of planned obsolescence and product life cycle drastically. The acceptance of this technology in fighter aircraft and high performance racing boats and cars is only a hint of the applications to come. Dependence on imported steel and gasoline can be significantly reduced by advanced composites.

Consulier Engineering, Inc. is publicly traded, NASDAQ listed company and holds the proprietary technology for the composite products. The vehicles are produced through an affiliated firm, **Consulier Automotive**, which is a federally certified and licensed vehicle manufacturer. Both corporations are controlled by Warren Mosler and its ownership and products are effectively 100% U.S. domestic. The company is certified by U.S. Environmental Protection Agency - Member of: Great Lakes Composite Consortium, NADA, SAE, ASM, Southern Center for Advanced Transportation, Florida Group for Electric Vehicles

The management team responsible for the operations consists of an experienced group of professionals. They are:

Warren B. Mosler - Founder and CEO

The idea of building a stronger, safer, faster and fuel efficient automobile has been a goal of Warren Mosler's for over 7 years. An economics graduate from the University of Connecticut, Warren is the managing partner of a large regional NASD brokerage dealing primarily in government securities. His strengths are decisiveness and financial management combined with detailed knowledge of vehicle engineering and composite technology.

David S. Mauroner - Vice President and CFO

David is a CPA and formerly with a major accounting firm. Since the Consulier companies include the publicly traded, Consulier Engineering, Inc., David is responsible for all financial reporting and budget management. He has a broad base of experience from his over 14 years in public accounting.

Charles Spaeth - Vice President Engineering

Chuck Spaeth has been highly instrumental in the design and development of Consulier crash technology. With a Masters in Engineering from the University of Illinois, Chuck spent 40 years with the Pratt & Whitney division of United Technologies. His specialty is material stress and vibration engineering and he holds several patents for military composite applications. While at Pratt, Chuck was involved with virtually every major engine program developed by the company.

Roy Chapin III - Vice President Marketing

A 1963 graduate of Brown University, Roy Chapin has been involved with automotive marketing through his previous ownership of two dealerships. He is active in several groups developing alternate fueled vehicle programs as well composite applications consortia.

Pete Magnuson - Vice President Product Development

A well trained and high skilled mechanical and engineering technician, Pete can make it, fix or drive it. He has managed race teams for Paul Newman, restored and raced vintage cars, and is currently managing the federal certification program for the new Consuliers. In addition, Pete manages the process of new product development at Consulier and the licensing of company patents for manufacture.

Chet Fillip - Vice President for Vehicle Manufacture

Chet is well known in racing circles as an experienced and successful driver of all types of race cars. He has led Consulier to several victories in IMSA and SCCA events driving cars he has built and set up himself. In his spare time, he races sprint cars and a Ferrari. Chet has qualified for the Indianapolis 500 and has competed in NASCAR events. His mechanical abilities are unsurpassed and Consulier benefits from his quick solutions to complex production problems.

Hugh Elliott - Senior Engineer

Like his good friend, Chuck Spaeth, Hugh also spent 40 years with Pratt & Whitney Aircraft. His specialty was instrumentation and measurement and during his tenure with Pratt, Hugh supervised several large projects. Currently, Hugh is developing a revolutionary elliptical motion electric motor which has numerous automotive applications including steering systems for EV's.

Simon C. Mozley - Manager of Composite Fabrication

A 1955 graduate of Merton College in England with special recognition in mechanical engineering, Simon Mozley is a specialist in materials handling and production systems. He is an experienced project manager and a skilled CAD/CAM operator. His knowledge of composite fabrication systems is excellent.

Steve Jones - Manager of Vehicle Production

Steve Jones is a graduate of the City of London Institute and received full certification from the BMW Service Institute. A licensed race car driver and instructor, Steve is responsible for final assembly of vans and commuter vehicles.

David Nesbitt - Composites Consultant

Mr. Nesbitt is a consultant to Consulier for advanced composites. He has extensive experience in composite design, development and manufacture for both military and domestic use. David has authored several papers on composites and is continually exposed to the latest advances in the field.