

arches came as a particularly interesting upgrade, as that change resulted in a move to larger 16-in. rear wheels and new ZR speed-rated General tires. General Tire has been working quite closely with Consulier in developing an all-American performance tire that would match the car's performance capabilities.

### Race car performance

Though opinions may differ on the looks of the Consulier GTP, they quickly become united about driving the car. Performance is what Warren Mosler wanted, and performance is what he got. Our testing produced quarter-mile trap speeds of 112 miles-per-hour at 13.9 seconds. Zero-to-60 mph took 5.5 seconds, and skidpad testing gave us .97 g. These numbers clearly indicate that the Consulier GTP is more than just a rich man's toy. It delivers comparable performance at less than half (and in some cases less than one-quarter) the cost of some of Europe's best. Base pricing for the Consulier GTP starts at \$49,900, with a fully loaded convertible at \$62,500. Granted, there are cars out there that will outperform the Consulier in one category or another, but none that will humiliate it.

To that point, Mosler has offered a \$25,000 reward for any street stock, volume-produced production car that can lap an American road course faster than a stock Consulier.

### The Consulier in combat

Racing is definitely in the corporate plan for Consulier. The car has competed three times in the 24-hour event held annually at Nelson Ledges, Ohio, qualifying on the pole all three times, leading all three events, and finally winning the 1990 running of the Longest Day, with the author listed among the winning car's drivers.

Later, in an hour-and-a-half twilight mini-enduro last fall in Florida, PM Auto Editor Tony Swan and Consulier racing boss Chet Phillip co-drove to another victory, finishing one lap ahead of a 66-car field.

As soon as production of the Consu-



Interior is snug, but comfortable. Assembly work is good; componentry average.



Aircraft-style gauge array in center console is long on info, short on readability.

lier GTP reaches full steam, there's a Sports Car Club of America professional series for production cars that Mosler has his eye on.

As good as the Consulier is on the race track, it's equally good on the street. After just a couple of encounters, it quickly became a car we looked forward to driving. Once snuggled in its supportive seats, legs straight out in front of us, sitting just inches from the ground and peering through its slanted windshield, we felt ready to take on the windiest roads on the map. Instantly we grew to respect the car's responsiveness. A flick of the wrist and you've rounded the bend. A quick stab to the brakes and you've slowed by 50 mph. A fast jab at the shift lever is all it takes to swap gears.

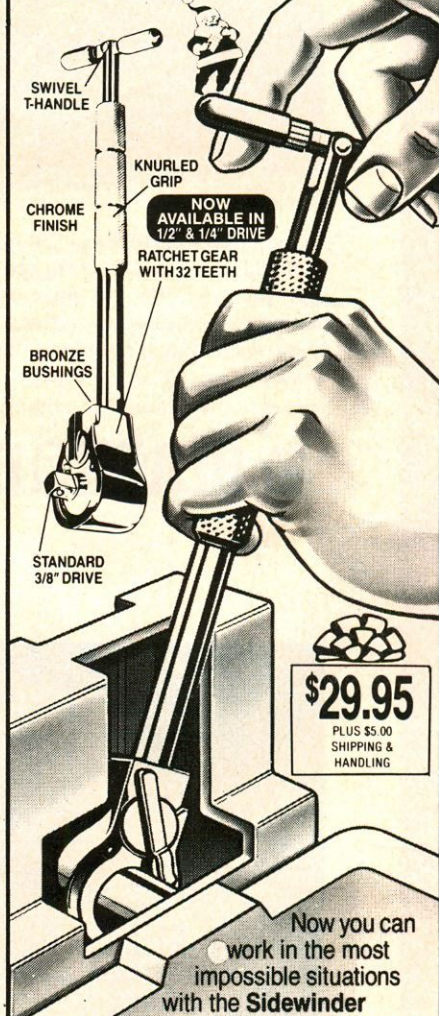
### Fun factor

Most of all, driving the Consulier is great fun. It's an experience we've sensed in other cars, but rarely enjoyed in such comfort, such reliability. Here's a car that makes you feel like a Grand Prix driver, without the rock-hard discomfort of race car suspension. McKee's rocker suspension system takes bumps like they aren't there, yet delivers predictable high-speed handling, with a bit of oversteer at the limit—an issue that should be resolved with the new, larger rear tires.

Although the Consulier has the feel of an old British sports car—the Lotus Europa comes to mind—it has none of the usual nasty sports car habits. Potholes don't re-aim the Consulier in another direction. Rain doesn't leak in through the door sills. It starts every time, it doesn't overheat at traffic lights—even with the air conditioning on—and it'll go like stink in an instant. A well-balanced mixture of speed and handling, comfort and distinctive good manners. That, in our view, is what a world-class performance car is all about. And it makes us happy to say it was "born in the U.S.A." **PM**



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