

Finish Line

\$7.95

Petersen Automotive Museum Checkered Flag 200 / Winter 2008



Test Drive and Photos by
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CXC Simulations Motion-Pro II

Chris at Imola

We all know who Tim Considine is because he was a popular childhood Disney actor who later went on to become an automotive journalist and historian. So what kind of influence did that have on his son? Well, Chris Considine has been infected by the incurable car-guy bug since birth and I can tell you that Tim is very proud of his son's accomplishments.

Both father and son were there to launch the CXC SIMULATIONS MOTION-PRO II in November at the Petersen Automotive Museum. Chris Considine was the Systems Administrator in charge of all the artists' computers and main-frame reader servers at Digital Domain who worked on the movie TRANSFORMERS and SPEED RACER. But he has also worked at Bob Bondurant's School of High-Performance Driving so speed runs through his veins.

This is the most advanced driving simulator ever developed because it was developed for professional racing drivers. So he put together a racing simulator that is in one word AWESOME.

For the cost of a cheap race car, you can go racing 24/7 in the complete safety and comfort of your own home. No tires to change, no crew to pay or feed, no uniforms, no fuel or oil or parts. You don't even have to have a driver's license or insurance and you can drive virtually any car out there from a sports sedan to full-blown Formula One car and you don't have to ask for permission. You can even crash and total the car (which you will many times over) and be back driving it in seconds.

The CXC SIMULATIONS MOTION-PRO II is a state of the art high tech driving simulator. The steering wheel and racing seat are force feedback controlled so the changes in road surface, accelerating, braking and cornering all can be felt like driving in a real car. Chris started me in a Lexus IS at Imola. Since I wanted

to start out easy he programmed the experience for me in automatic. So I thought it was going to be a breeze.

Well, I can tell you I couldn't keep the car on the course because I kept missing the braking point and over-shooting each corner. The precision controls and sensitive steering were too fine for my rough touch. Chris told me exactly what a racing instructor at Bondurant said: "Keep it smooth and easy".

I was then strapped into a PANOZ GTP car on the same course. There was a clear difference between these cars. Being a race car, the suspension was a lot stiffer and the steering even more precise and I was definitely able to go faster than before even though I had plenty of run-offs and smashing into the guard rail.

Finally, I was strapped into a Williams FW29 with launch and traction control. Believe it or not, this was the easiest for me to drive as my time decreased with each lap. I still had off-course incidents aplenty and one including being bumped from behind and spun. I plan to file a formal protest with the FIA.

Afterward, Chris demonstrated his skill in full-manual mode. He drove the Lexus IS with a sequential gearbox and drove it smoothly. Then he took me back to Imola in 1979 and drove a Ferrari F1 through the old circuit complete with the original layout, period landscaping and signage. At the end of the test drive, I was exhausted but all smiles. All I could think of is that I want one with the three screens. Go take a test drive and I assure you will want one too. I have a better idea. Why don't we all chip in, buy one and donate it to the Petersen Automotive Museum for the exclusive use of Checkered Flag 200 members. 🏁

For more information you can go to www.cxcsimulations.com.