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About This Content

Introducing "Ready To Race", our all-new DLC for Assetto Corsa, available for PC Steam on May 18. "Ready To Race" includes 10 new cars from AUDI, Lotus, McLaren, Maserati and Toyota, providing the "most wanted" models ready to race! Our all new RTR DLC provides a great variety of models that mix technology, power, history and design from Italy, Germany, Great Britain and Japan, resulting in a package designed to meet all your wishes!

CARS INCLUDED

- * Audi R8 LMS 2016
- * Audi R18 e-tron quattro
- * Audi TT Cup 2016
- * Audi TT RS (VLN)
- * Lotus 3-Eleven
- * Maserati MC12 GT1
- * McLaren 570S
- * McLaren P1 GTR
- * Toyota Celica ST185 Turbo
- * Toyota TS040 Hybrid

Audi R8 LMS 2016

The new Audi R8 LMS, now featuring even more race car technology, is following in the footsteps of its successful predecessor.

Audi fans were already able to marvel at the new GT3 sports car from Neckarsulm in full action in 2015, for instance in the

24-hour race at the Nurburgring, where the Audi Sport Team WRT celebrated overall victory with the new R8 LMS. At the 12-hour race at Sepang the Audi R8 LMS took a one-two-three win. The 2016 season also began successfully: An overall victory in the Dubai 24 Hours and a class win in the classic Daytona 24 Hours.

Audi R18 e-tron quattro

The concept behind the Audi R18 e-tron quattro is unprecedented in LMP sport, and its realization a pioneering achievement. In the first development step, the engineers from Audi Sport and their partners investigated a wide variety of solutions. These included a parallel hybrid, where both drive systems propel the rear wheels. After weighing up considerations such as traction, handling characteristics, packaging and weight distribution, they ultimately decided to separate the drive systems by axle – the combustion engine drives the rear wheels permanently, and the electric drive propels the front wheels on demand.

On the R18 e-tron quattro, part of the braking energy benefits the motor generator unit (MGU) that is located at the front axle. Their two permanently excited synchronous machines convert the recovered energy into direct current through power electronics. This current drives a flywheel energy storage system positioned on the left inside the cockpit.

When the speed exceeds 120 km/h, the energy is called up from the storage system again. Converted back into alternating current by the power electronics, it then supplies the MGU's two electric motors. These jointly feed more than 160 kW to the front wheels via single-stage planetary gears; the central control unit keeps the revs and torque in line with the conditions prevailing at the rear wheels. The racing car temporarily becomes a quattro with four driven wheels.

Audi TT Cup 2016

For the Audi Sport TT Cup, the German manufacturer has developed a visually as well as technologically attractive sports car for racing, the Audi TT cup.

The body shell of the Audi TT racing version consists of aluminum and carbon fiber. This ensures that the Audi TT cup that tips the scales at 1,125 kilograms is a lightweight and extremely agile car.

The Audi TT cup car uses the 2.0 TFSI from the Audi TTS. The four-cylinder engine delivers 228kW (310hp) in the production model and accelerates the TTS from 0 to 100km/h in 4.7 seconds. By means of a so-called Push-to-pass function, the drivers can briefly boost the engine's output by 22kW (30hp) for overtaking maneuvers by pushing a button on the steering wheel. A blue lamp in the windshield indicates the boost activation. LEDs in the rear side windows show how many times the driver can still use the additional power. The number of available boosts is defined by the regulations.

Power is transmitted to the front wheels via a direct-shift dual-clutch transmission. The six-speed S tronic, which has been specifically tuned for use in racing, is operated by shift paddles on the steering wheel. Accordingly, the Audi TT cup only has two pedals, used for acceleration and braking.

Audi TT RS (VLN)

Audi TT RS (VLN) has been developed in order to respond to the high demand by customers wishing to use the TT and other vehicles of the brand in motorsport.

It's based on a five-cylinder TFSI engine and features racing-specific new developments in the areas of the body, suspension and aerodynamics.

Lotus 3-Eleven

Designed as an uncompromised manifestation of the Lotus spirit, their new car is focused on providing an undiluted driving experience, and underlines the company's ability to deliver legendary handling and blistering speed.

Working on the concept of less is more, and keeping close to Lotus' track roots, the dramatic new vehicle features an all-new

lightweight body, with an open cockpit design and a revised V6 supercharged engine developing 450hp.

Two variations of the Lotus 3-Eleven are available: Road and Race; both delivering an impressive combination of high performance, agility and precision. Based on the Road version, the Race includes a much more aggressive aero kit, a sequential gearbox and an FIA approved driver's seat with a six-point harness.

Assetto Corsa simulates the Race version. With a dry weight of below 900kg (Race version), the 3-Eleven offers an enviable power to weight ratio, in excess of 500hp per tonne, and is capable of sprinting from 0-60 mph in less than 3.0 seconds before reaching a maximum speed of 290 km/h for the Race version.

Maserati MC12 GT1

The Maserati MC12 entered production in 2004 as base for the racing variant to compete in the GT Championship. In fact, one requirement for participation in the GT Championship was the production of at least 25 road cars; so 25 cars were produced in 2004 and another 25 in 2005.

The car was based on the Enzo Ferrari chassis and gearbox, mounting a variant of the Ferrari Dino V12 engine.

The racing results of the racing version were magnificent. The Maserati MC12 GT1 team managed to end second and third in the debut race, winning the next round's race. The second year Maserati won the Manufacturers' Cup with a great point gap, and continued to compete at great level during the next years. It participated in 94 races, winning 40 of them.

McLaren 570S

Like every McLaren, the performance of the 570S Coupé is breathtaking. It combines, as its name suggests, a power output of 562bhp with lightweight construction to give a class leading power-to-weight ratio of 434PS per ton. The 570S accelerates from 0 to 100km/h in 3.2 seconds, while 200km/h is reached in just 9.5 seconds with the pace not letting up till the car reaches a top speed of 328km/h.

The McLaren design team has created a shape of beauty highlighted by details such as the rear flying buttresses that increase downforce as well as adding grace, and complex door tendons that direct additional air to cool the mid-mounted V8 engine.

The Sports Series features an evolution of the 3.8-litre V8 twin turbo engine, named M838TE, with 30 percent of components bespoke to the new model. Engineered by McLaren, it produces 562bhp at 7,400 rpm, and 600Nm of torque at 5,000-6,500 rpm. Power is delivered through a seven-speed SSG transmission, and transferred to the road through the rear wheels. This power is brought under control with standard-fit carbon ceramic brakes.

The unique carbon fiber MonoCell II chassis has been newly designed with more of a focus on day-to-day usability, offering improved ingress and egress from the cabin. It is incredibly strong and stiff yet weighs less than 80kg, offering optimum levels of protection. This lightweight structure, and the use of aluminum body panels, contributes to a dry weight of as low as 1,313kg, almost 150kg lighter than its closest competitor.

McLaren P1 GTR

Based on the McLaren P1™ road car, the track-focused McLaren P1™ GTR design concept further optimizes the aerodynamically efficient \"shrink-wrapped\" body shape in order to offer maximum performance, superior handling characteristics and optimized driver engagement on track. A host of changes have been made, and the car has been thoroughly re-engineered from the ground up to ensure the McLaren P1™ GTR achieves its target of being the ultimate drivers' car on track.

The front track of the McLaren P1™ GTR design concept has been widened by 80mm over the McLaren P1™, and is coupled with a more aggressive GT-style front splitter. Reprofiled low-temperature radiator ducts seamlessly flow into the leading edge

of the aggressively flared front wheel arches, while the bodywork is \"shrink-wrapped\" around the carbon fiber MonoCage chassis behind the front wheels, cleaning the flow of air along the car's flanks.

The profile of the McLaren P1™ GTR design concept remains as dramatic as ever, hunkered down on to the race-prepared suspension with a fixed ride height, lower than the standard car. The snorkel air intake, inspired by the design of the original McLaren F1, is still present within the roof structure of the carbon fiber MonoCage chassis.

At the rear, a large, twin-element wing is mounted on dramatic carbon fiber pylons which extend around the rear of the bodywork. This fixed-height wing is fitted with a hydraulically operated Drag Reduction System (DRS) to boost acceleration performance, and has been honed to provide increased levels of downforce compared to the road car, working with the active aerodynamic flaps located ahead of the front wheels.

The road legal McLaren P1™ stows the rear wing within the bodywork, but with the fixed height wing, and therefore no pistons or moving mechanical parts, the bodywork of the McLaren P1™ GTR design concept behind the engine bay is now a smooth, flowing surface, feeding clean air below the wing and over the back of the car.

Below the rear wing sits the exposed, centrally mounted exhaust, which is an all new design, developed exclusively for the McLaren P1™ GTR. Made from inconel and titanium alloy, the system maximises the aural characteristic of the higher output 3.8-litre twin turbo V8 engine to maintain, and further emphasise, the McLaren sound. The design of the exhaust has also changed, with a straight cut twin-pipe setup now used in place of the single-exit exhaust.

Toyota Celica ST185 Turbo

The Toyota Celica ST185 is Toyota's most successful rally car, as it won the WRC Driver's Championship in 1992, and the WRC Manufacturer's and Driver's Championships in 1993 and 1994.

In order to meet the Group A competition's homologation requirements, 5,000 GT-Four RC production versions of the Celica were manufactured, starting from September 1989.

This car made its debut on the Monte Carlo Rally, the opening round of the 1992 World Rally Championship series, but it was not successful until half of the season.

Toyota TS040 Hybrid

Thanks to the 480hp exerted by electric motors on the four-wheel drive, in addition to the 520hp produced by its 3.7-liter petrol engine, the TS040 HYBRID expresses a maximum power of 1.000hp and represents the ultimate expression of Hybrid technology applied to the world racing.

The transition to a hybrid four-wheel drive Toyota sees the return to a philosophy that since 2007 has been part of the development of hybrid technology applied to racing, when the Supra HV-R-wheel drive was the first hybrid to win a competition endurance, the 24 Hours of Tokachi.

The new unit TOYOTA HYBRID Racing has been specifically developed according to the new technical regulations specified by the WEC, particularly frugal. It requires a 25% reduction in fuel consumption compared to 2013, with savings achieved through interventions on the engine, aerodynamic efficiency and driving dynamics.

Title: Assetto Corsa - Ready To Race Pack

Genre: Indie, Racing, Simulation, Sports

Developer:

Kunos Simulazioni

Publisher:

505Games

Release Date: 18 May, 2017

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Minimum:

OS: Windows Vista Sp2 - 7 Sp1 - 8 - 8.1 - 10

Processor: AMD Athlon X2 2.8 GHZ, Intel Core 2 Duo 2.4 GHZ

Memory: 2 GB RAM

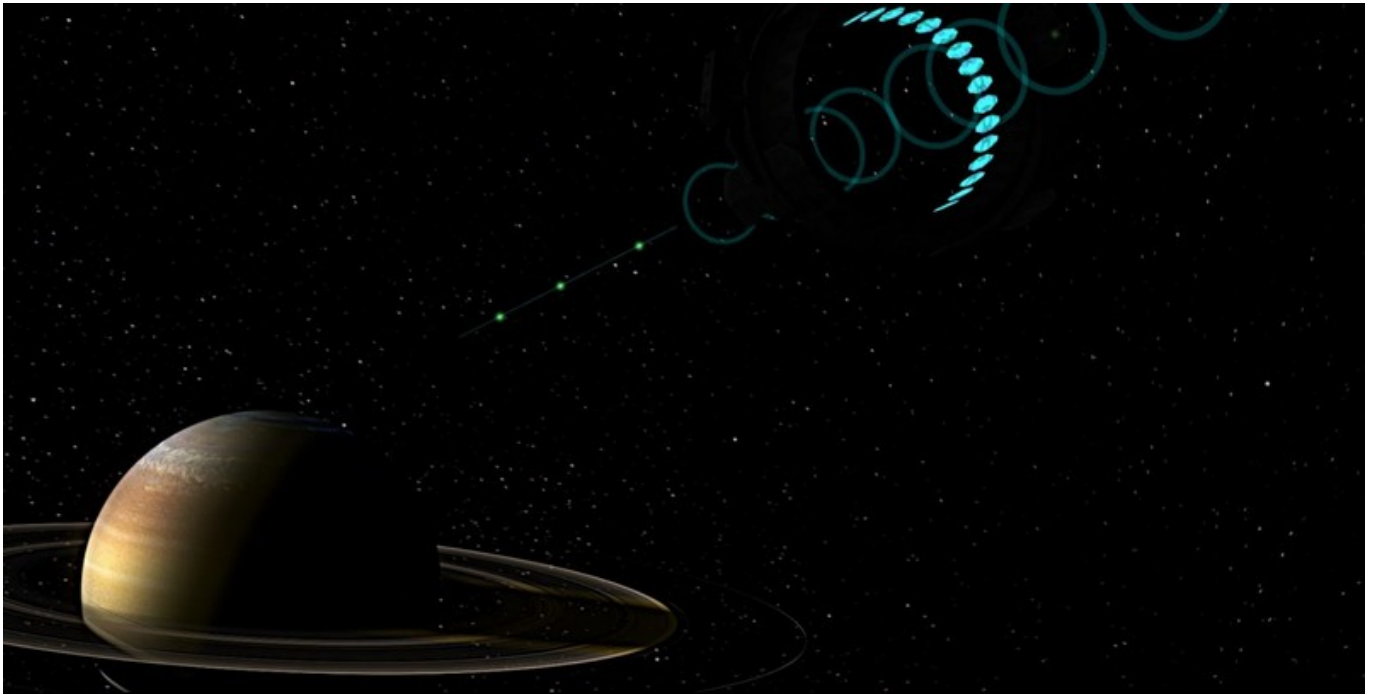
Graphics: DirectX 10.1 (e.g. AMD Radeon HD 6450, Nvidia GeForce GT 460)

DirectX: Version 11

Storage: 15 GB available space

Sound Card: Integrated

English,Italian







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Well, this is definitely an interesting addition to Tropico 5. I have not yet completed this mission successfully, but I appreciate this new twist on a game that gave a feel of a different time period, that has now been fast forwarded to a more modern time.

At first I felt like they may have dropped the ball on this one, just didn't seem like it was going to fit in quite the same as new buildings from previous DLCs have.

I am pleased to report, that although I am struggling with the concept of this DLC and have not yet completed a full play through of it, it does add a kind of aspect of all out corporate greed, just on a much smaller scale. You compete against another island for profits from these fast food locations, while also trying to complete other goals along the way.

We need more tourism buildings! I do appreciate these other DLC's and have been sure to purchase and play through them thoroughly, I just feel like a bit of expanding on that aspect could serve this game well. I always seem to not really bother with tourism unless it is called for, perhaps a new bigger hotel, or just ways to upgrade the existing buildings further? I am not sure exactly what is missing there, but something new there would be nice. As well as a new story campaign. No pressure.. First of its a pain to see people shaming such a high quality product, now I completely understand people have their own opinion but seriously this product does not deserve any negative remarks. That said I'll now focus on some basic understanding about flight sims. I have been into Flight simulation for almost 6 years now and there two very important aspects about it. First, you need a good system what I use is an i5 9600k 4.6 ghz stock, 3000 MHz ddr 4 16 GB ram XMP and a 1080 ti gpu with Gsync 1440p, but even if you have a 1060 with 6gb of vram you wont run into any problem I had that gpu. More importantly in this current day and age especially with the modern hardware you don't have to mess with the cgf. Secondly, the in sim setting, NV inspector settings and windows optimization plays a huge role in the performance of your sim and that's even more important than your hardware. To get that right is a tedious task and is very system specific, but absolutely worth it and above all you need the patience to do it. With this aircraft I get 60 fps straight and more but I limit it to 60 using the internal limiter, with pmdg ngx and aerosoft a318V319 I get 35 fps even over London and klax. the other addons I use is FTX Global rex sc and active sky, which is a must have if you want to do things realistically. People who have problems with performance check 2 things, one the scenery complexity (mine is set to Very Dense) and autogen(I set it to dense); you may have to reduce that if you system is running at 3.6 ghz or so. Next is your cloud draw distance this is extremely important play with that and see what works for you. Now about the product,

1. Extremely well modeled
2. Superb dynamics
3. Accurate systems simulation
4. So many 3rd party compatibility features eg with flight 1 GTN 750
5. Treat to hand fly
6. Well written documents with on board flight computer and editable logbook, excellent feature.
7. Gives the end user the opportunity to learn the aircraft completely.

Negatives, none actually. Guys its not your regular game please understand that if you hope you can run it on a 3 ghz i3 cpu with 60 FPS and everything to max then you need counselling and you are delusional. This aircraft is for serious simmers, well done just flight. Im willing to help anyone trying to optimize their system, please feel free to ask any question.

Thank you

. English:

I was really unsure if this game was good.

Good i did buy it on Sale!

I love RPG Maker games and also was into it and know it since about 2003.

Also knowing that the Community exists where you can get RPG Maker games 4 Free is sth i always liked.

Now that you can buy them on Steam is good i think (you can now support the Developers with it!!)

As i know that RPG Maker can be messy and i know how much work it is to do Quests/Chars etc (since i did try a demo and made a small demo games for test purpose)

Seeing a game like this so bugless is good and also seeing that almost everything was handmade is also awesome (like ATB etc) But there were a few Crashes from the Runtime Script (suddenly) still the game never told me that itself had issues and crashed! I also noticed that my AMD FX didn't like the game and I had from time to time sudden FPS slow downs due to core using but since those games are Single Cored I didn't wonder cuz I have 8 of cores lol (Windows seems to be unable to tell which cores were unused or sth like that) so my game lagged about every 30 seconds for about 5 seconds due to it.

The Story is so far so good. It's also very Comedy like game!

I did laugh a few times about what they speak and some Events were just serious as I be when I play GGZ on Android xD

Here is now a small list how I would give points for the game in each category:

Gameplay: 8/10 (Simple yet you have the skills learned on some higher levels)

Graphics: 5/10 (a simple Pixel Art, I love Retro style cuz I'm into those RPG Maker games!)

Support: 8/10 (fast response from the Developer Chery-Sama when I posted up my problem!)

Price: 7/10 (not too expensive and also on sale very cheap!)

Story: 8/10 (good Story Plot. sometimes Awkward and funny and so on, but it doesn't miss to entertain I think)

Sound: 7/10 (not the usually 16 bit sounds, those are handmade tracks I think)

Performance: 8/10 (several Issues due to Core using of my FX, but that wasn't the game's problem it's my Windows/CPU that could not get the game properly on stable 60 FPS when walking in the Free Roam)

FAZIT: 7/10 (A good RPG Maker game, worth a Try if you like comedy and VN and oldschool RPG). This game is quite possibly the most fun I've had since the war, times have changed.. This game was a surprise! I was expecting something like Fairy Solitaire, but has much more the RPG feeling and the RPG elements. And on top of all, keeps my poker knowledge fresh:)

I can definitely recommend this game as a Casual, Relaxing, Adventure with nice visuals.

and for 1,80euro...it's a steal!. Great game!. This is a FANTASTIC model with GREAT SOUNDS

The sounds fit this old' classic perfectly, and they have simulated the classic ALCO smoke accurately.

A MUST HAVE for all American Railfans!!!!. Good Touhou fangame. Has some flaws in the somewhat clunky dialogue, as well as the simplistic gameplay.

This game is amazing. If you are a fan of vaporwave and its aesthetics, you will enjoy this game. Although you will most likely get through it pretty quickly, I feel as though the ~8 hours the game will take is worth it.. Time flies as you try to do evil!. If you've ever wanted a cute grasshopper GF you're in for a treat :s. Tags: 3PSurv - Third Person Survival
Additional Tags: Delete Local Content & Remove from Library (3.5 gigs)

TLDR: Early Access

Clunky user interface. Barren featureless maps. Aggressively bad audio of long notes that pierce your eardrums. No animations for movement. Generic post apoc setting that just puts bearded people and metal barrels in a desert and calls that an apocalypse. Slow clunky design philosophy with low feedback barely implemented controls on a grid based turn based model even out of combat. Removed for declutter. I forgot I had this game in my library after playing it for twenty minutes. I've had it for a while to be honest.

All the words are bundled up, while I consider myself to be a light reader. Only managing to complete Across the Nightingale Floor in a couple hours. This kept me confused throughout the entire ten minutes I played. Then I was given a variety of choices.

I mean a **variety of choices. It kept changing with a minimum of minimalistic descriptions in the form of three choices. To complex sentences in multiple choices.**

If you are going to make these choices different, at least stay dedicated to one style. Rather than, "Damn, that hurt!" "Damn you to hell, this gives me great physical pain." Of course it is dramatised and these don't actually come up in the game.

It does get pretty difficult to stay attentive.

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