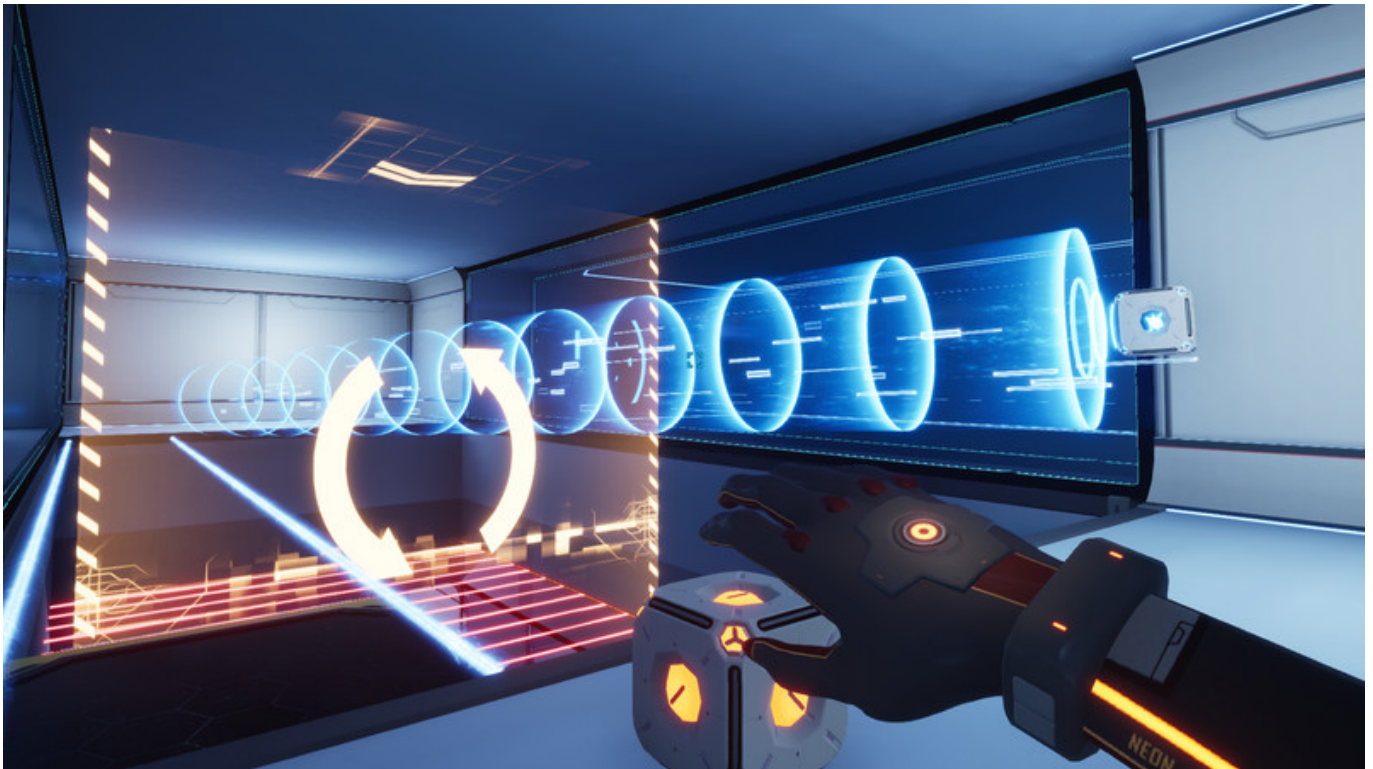

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About This Content

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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Got it for free and it still wasn't worth it.. Really great game that isn't turns based. PVP or story based play.

Kind of bummed about the microtransaction aspect part of this.

It would be great if you could trade your minions for gems.

However, the game combines a lot of great aspects to keep you coming back.. If you feel like the game has been worth more than what you paid for consider picking this up too!. PLEASE I WANT MY CD KEY A new take on the classic Worms series hits a Hole in One!

Simple 2D golf game based on the typical "AIM / Power Meter" mechanic seen in all of the other Worms games, but this time instead of launching missiles or tossing holy-hand grenades™, you are swinging your club at a golf ball. Avoid grazing sheep (who will eat your ball), land mines, and magnets that both push and pull, gophers and even angry old women!

Do your best to judge the wind and use some neat power-ups to navigate around the vertical and floating landscape while trying to hit the green and score your best.

Simple challenges on each hole create a good bit of re-playability, and Team 17 just released a new course to go with the originals, (now 4 total) for free!

Get out there! Grip it and rip it! I score it an 83%

"No such feeling as the well-struck golf shot" Roy 'Tin Cup' McAvoy. Feel like the game is a bit unbalanced atm, exploding troops are pretty overpowered in multiplayer deathmatches. Unless you are able to CC them there is little chance to kill a sapper or a sneak before they decimate you IMO. Still a lot of potential here even if some concepts and mechanics seem a bit obtuse initially. Looking forward to the future of what this game has to offer.. excellent game for the mac but the only bad thing about it is you cant play with gamers on Windows PC, only Mac players so there's a few lobbies. This game is really challenging at the start but if you have the money and time to try and play this game for a while u will get the the hang of it. There are not many lvls but that doesnt mean that u will win this game fast, it can take u really long to find the best way to play the lvl and to get all achievements that include secrets, beat the game with no deaths and more. Iu00b4m recommending this game to everyone that want a little challenge for the evening night or so :D and im really glad steam gave me a -90% cupon card cause i wouldnt find this game in the store and if i would i wouldnt think its something for me, yet it was incredibly challenging and i have much fun to play this game :)) Keep up the gr8 work!! <3. This game is absoutely boring. I have tried short tiny spurts over several months since I purchased it and realized there is just no point to this. Build what? Ok so you you can do some puzzles and jumping and share your stuff with others or even play other peoples things but what exactly is there to do besides that and doing the side collecting of blocks so you can make more things? This is the most boring game in history. I do not recommend this game. I am sorry but it is horrible. Little confusing platforms with no real idea as to what is going on. If they would of perhaps expanded this over the last 2 yrs it wouldn't be as terrible but besides some fixes and a new ui, there is really nothing here.

The universe to create isn't really there because the maps are so TINY. There is no space like in minecraft or other sandbox creative games where you can build things and have a lot of room to do so. You can gather up blocks but then if they fall or break you have nothing. They simply just vanish. It is nice having a game with this concept that not everything is SQUARE blocks around you but this needs a whole lot more in order to feel like a true sandbox. Skip it for now and watch its progress if interested but there really isnt very much here going on with this game however from what I understand, they are no longer working on this game so there may not be any more work to it.

Apparently this is just like the game "windborne" where the game looks good and gets people excited for more possibilities but then the devs go silent and vanish doing few fixes or offering few features or they get busy with their other games instead.

I also don't care for physics in a sandbox game because it limits and ruins the creativity for me of what I want to build, adding more limitations to what I want to make. For some people that is very exciting but for people who want to build whatever they want, this is annoying.. RIGHT IN THE CHILDHOOD!

this arcade is pure love to the old ones <3

Full of jokes but straight forward to the action.

You must try the Coop and survival modes
Don't miss this title :)

English please.. I am a Nancy Drew fan and the original Secrets Can Kill was where it all began, this is not one of my favorites due to the story line and the graphics, even on remastered they are still not great, but definitely still worth the game play (even if only for nostalgic reasons).. Great look. Great idea. But completely unplayable. Market is right next to berry producer and berry producer won't work because their inventory is filled. A warehouse down the street is also full. But market is empty and people are starving. I really want to like this game but it's basically unplayable. Hopefully they get this basic stuff fixed before they go and add more cool stuff because if you can't feed your people what's the point.. Very simple idea and a great game for families or a bunch of friends - up to 12 players. You just need a keyboard and/or 1-2 controllers. Very difficult to not say "just one more game?". **DO NOT PURCHASE THIS GAME!!!!** Seriously, save your money. **HORRIBLE** sound quality, extremely slow gameplay, clunky mechanics and user interface, and outright **BORING** compared to playing the actual card game with real friends. Just... for the love of the Gods, please do not put yourself through this torture...

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