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## About This Content

### PORSCHE PACK VOLUME 1

After more than 12 years away from the hardcore sim-racing world, the Porsche Brand finally arrives to Assetto Corsa and Kunos Simulazioni is working in a close and official partnership with the prestigious car manufacturer to release a series of three DLC packages that will include the most iconic, authentic, awesome cars created by Porsche during its glorious history, with the aim to provide the most accurate Porsche virtual experience ever.

The Porsche Pack Volume 1 introduces some of the most iconic Porsche cars ever created, coupled with some of the most recent models of the Porsche 2016 line-up, with the aim to offer a perfect mix between road cars, hypercars, as well as modern and historic GT and racing models.

### THE CARS

#### Porsche 911 Carrera S

The 911 has been the world's best-selling sports car for decades. In 2015, the new generation arrived to further extend this lead.

With innovative turbo flat engines, an advanced chassis with an even greater spread between performance and comfort it is exceedingly well-equipped for this. Thanks to more than four decades of experience with turbo engines – in both motor racing and production sports cars – the new engines in the 911 Carrera S offer improved performance, even more emotional driving pleasure and higher efficiency. 420 hp (309 kW) of power at the rear are waiting to be unleashed and converted into sporty propulsion. The greater power of the 911 Carrera S results from turbochargers with modified compressors, a specific exhaust system and tuned engine management. The new 911 also boasts impressive performance: The 911 Carrera S with Porsche-

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Doppelkupplung (PDK) and Sport Chrono Package performs its showcase discipline – the sprint from zero to 100 km/h – in just 3.9 seconds. This means that it is the first 911 in the Carrera family to undercut the magic four second mark. And the top speed has also increased further: the 911 Carrera S now reaches a mind-blowing 308 km/h. All in all, the 911 Carrera S again sets the benchmark for driving dynamics of all-round sports cars, further increasing the spread between everyday comfort and circuit performance.

### **Porsche 918 Spyder**

The 918 Spyder embodies the essence of the Porsche idea: it combines pedigree motor racing technology with excellent everyday utility, and maximum performance with minimum consumption.

The 918 Spyder reveals its close links to motorsport in a variety of ways. It has been designed, developed and produced by Porsche engineers who build race cars, in cooperation with series production specialists. A great deal of insight gained from the development of Porsche race cars for the 24 hours race in Le Mans in 2014 was thus integrated into the 918 Spyder – and vice versa. Also, many parts of the super sports car come from manufacturers who have a proven record as suppliers for motorsport vehicles.

The main source of propulsion is the 4.6-litre, eight cylinder engine that produces 608 hp (447 kW) of power. The engine is derived directly from the power unit of the successful RS Spyder, which explains why it can deliver engine speeds of up to 9,150 rpm. The V8 engine is coupled to the hybrid module, which comprises a 115 kW electric motor and a decoupler that serves as the connection with the combustion engine. An additional electric motor with 95 kW drives the front axle. Because of its parallel hybrid configuration, the 918 Spyder can be powered at the rear axle either individually by the combustion engine or electric motors or via both drives jointly, thus giving it a total power of 887 hp (652 kW). The sprint from 0 to 100 km/h is performed within 2.6 seconds, and the top speed is reached at 345 km/h.

The car has an unladen weight of approximately 1,640 kg, an excellent low weight for a hybrid vehicle of this performance class. The drivetrain components and all components weighing over 50 kg are located as low and as centrally as possible within the vehicle. This results in a slightly rear end biased axle load distribution of 57 per cent on the rear axle and 43 per cent on the front axle, combined with an extremely low centre of gravity at approximately the height of the wheel hubs, which is ideal for driving dynamics.

All of this serves to give the 918 Spyder a superior performance on the racetrack. As the first vehicle to boast global road homologation, the 918 Spyder has conquered the 20.6-kilometre lap around the Nürburgring Nordschleife in less than seven minutes. Achieving a time of exactly six minutes and 57 seconds, the super sports car shaved an incredible 14 seconds off the previous record.

### **Porsche 911 Carrera RSR 3.0**

When choosing the most exciting 911 of all time, the Porsche 911 Carrera RSR would come out on top. Based on the 911 Carrera RS homologation model, the RSR was built in 1972 as a Group 4 race car, whose performance far exceeded that of its predecessors.

The front and rear wings were five centimetres wider, and the oil cooler was located under the car's front-end which visually highlighted the power of the 55 911 Carrera RSRs produced. The rear of the vehicle had a six-cylinder engine with increased displacement, whose performance was increased to 330 hp at 8,000 rpm, thanks to dual ignition and larger valves and cylinders. The Porsche works team competed in the 1973 Manufacturers' World Prototype Championship with the 911 Carrera RSR. In the last Targa Florio World Championship race ever held, the works cars achieved an historic overall victory (Müller/van Lennep), which marked the end of the great road race era. More GT victories followed at the 6h of Vallelunga and the 1000 kilometres of Dijon and Spa. Customer teams also entered motorsport events with the 911 Carrera RSR, winning the 24h of Daytona in 1973, as well as the European and German Rally Championships, among others. For Porsche, this heralded the start of a new era of customer racing.

### **Porsche 718 Cayman S**

The third, redeveloped generation of the mid-engine sport coupé 718 Cayman has a more striking, athletic and efficient appearance than its predecessors. And although it features -- for the first time -- four-cylinder flat engines with turbocharging instead of six-cylinder engines as in the previous generations, the performance has actually improved significantly. The 718 Cayman S model delivers 350 hp (257 kW) with a displacement of 2.5 litres. The tremendous torque of the new engine promises driving fun and agility even at low revs. The 2.5-litre engine of the 718 Cayman S features a turbocharger with

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variable turbine geometry (VTG), a technology hitherto used exclusively in the 911 Turbo. It delivers up to 420 Nm (an extra 50 Nm) to the crankshaft at engine speeds between 1,900 and 4,500 rpm. For the driver this means even better torque in all engine speed ranges. The 718 Cayman with PDK and optional Sport Chrono Package sprints from zero to 100 km/h in 4.7 seconds. The 718 Cayman S with Porsche-Doppelkupplung (PDK) and optional Sport Chrono Package sprints from zero to 100 km/h in 4.2 seconds. The top speed is 285 km/h.

In terms of its driving dynamics, the 718 Cayman S follows in the tracks of the classic 718 race cars. Thanks to their outstanding agility, the historic mid-engine sports cars won numerous races in the 1950s and 1960s such as the Targa Florio and Le Mans. Lateral rigidity and wheel tracking have been improved in the completely retuned chassis; springs and stabilisers have been designed to be firmer and the tuning of the shock absorbers has been revised. The steering, which has been configured to be ten per cent more direct, enhances agility and driving fun. The rear wheels, which are one-half of an inch wider, in combination with the redeveloped tyres result in an increased lateral force potential and hence in greater cornering stability.

### **Porsche 917/30 Spyder**

The Porsche 917/30 Spyder owed its outstanding performance to its twelve-cylinder twin-turbo engine. Unlike the strictly regulated European motorsport series, the CanAm series placed no restrictions on technicians' ingenuity in terms of weight or displacement limits. The team supporting the Porsche race engine designer, Hans Mezger, was therefore able to dig deep into its box of tricks to ensure that the twelve-cylinder turbo engine of the 917/30 steadfastly produced 1,100 to 1,400 hp and a maximum torque of 1,210 Newton metres, thereby guaranteeing exceptional acceleration: from zero to 100 km/h in just 2.4 seconds, a mere 5.4 seconds to the 200 mark and only 11.3 seconds to reach a speed of 300 km/h.

And above all, the turbocharger of the Porsche 917/30 Spyder proved to be highly reliable, even on twisting circuits. Porsche driver Mark Donohue beat his McLaren and Chevrolet rivals so comprehensively, that the race car received the equally rare and coveted title of "unbeatable". Only the CanAm series rules prevented the fast, reliable Porsche 917/30 Spyder from entering the race again in 1974. But the Porsche 917/30 Spyder was much talked about even after the 1973 race season.

In 1975, Mark Donohue set a new world lap record in Talladega, Alabama, in an aerodynamically optimised 917/30. The absolute top speed of the American's fastest lap was 385.85 km/h.

Today, the race car can be admired in the Porsche Museum in Zuffenhausen, where it is considered a highlight of the museum's collection. The 917/30 also regularly tours the world as a brand ambassador as part of the Rolling Porsche Museum.

### **Porsche 935/78 'Moby Dick'**

In 1976, the Porsche engineers developed a race car based on the 911 Turbo, which was set to dominate the long-distance races of the FIA Group 5 Manufacturers' World Championship: the Porsche 935. The highlight of this development project was the legendary Porsche 935/78 from 1978 – the most powerful 911 of all time. The differences between this powerhouse - named "Moby Dick" on account of its wide, long-tailed body - and previous models were a modified frame, aerodynamically enhanced body and right-hand drive, among other things. With the aim of improving the performance and durability of the engine, the

Weissach engineers developed a power unit that was destined to leave the competition standing. As previous models had encountered problems with cylinder head maintenance, these were now simply welded together. A compromise also had to be found for the cooling. So water cooled the heads, and air cooled the cylinders. With the newly-introduced four-valve technology, the six-cylinder horizontally opposed engine relied on two intercooled turbochargers. Increasing the displacement to 3,211 cm<sup>3</sup> resulted in brute power of 845 hp. Due to its continued dominance, Porsche withdrew from the long-distance World Championship in 1978, meaning that "Moby Dick" saw only a handful of outings. At Le Mans, the race car managed an incredible 366 km/h on the Mulsanne Straight, but in the end its drivers, Manfred Schurti and Rolf Stommelen, only finished in eighth place, due to technical problems. The great successes of the Porsche 935/78 were not achieved until 1978 onwards, as part of the private Kremer team.

### **Porsche Cayman GT4 Clubsport**

Using the lightweight mid-engine sports car Cayman GT4 as its basis, Porsche Motorsport has developed a racing version solely for the track. Geared for performance, just like its drivers. The Cayman GT4 Clubsport is powered by a 3.8 liter mid-mounted flat-six engine, with an output of 385 hp (283 kW) and a maximum torque of 420 Nm. It reaches a top speed of 295 km/h. The racing version features a Porsche double clutch transmission with shift paddles on the steering wheel and a mechanical rear-axle locking differential. The lightweight suspension strut front axle system is taken from its big 911 GT3 Cup brother, which is campaigned in Porsche's 20 one-make championships around the world. The impressive racing brake system is fitted with steel brake discs all round measuring 380-millimeters in diameter.

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Tipping the scales at just 2866 lbs. (1,300 kilograms), the Cayman GT4 Clubsport, delivered from the factory with a welded-in safety cage, a racing bucket seat as well as a six-point harness, is truly lightweight and provides the car with a unique agility and driving dynamics on the track.

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Title: Assetto Corsa - Porsche Pack I  
Genre: Indie, Racing, Simulation, Sports  
Developer:  
Kunos Simulazioni  
Release Date: 25 Oct, 2016

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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:** 500 MB available space

**Sound Card:** Integrated

English,Italian



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Best dlc yet!. I like this as well.. Like most people I utterly lost it at the news that Porsche was coming to AC, its my favourite brand, my favourite racing game, am I biased well of course. Porsche had a 10 year exclusive agreement with EA which was broken for this three part dlc fest. The winningest manufacturer finally accurately recreated with the current state of the art technology available today.

Porsche 911 Carrera S: You will get a lot of people that wonder why this still exists, its not going to destroy records, the Cayman beats it at a lot of tracks, its the pure experience, its that feeling of making you feel 10 again and loading up that first racing game that got you hooked backed by that beautiful soundtrack it provides, the 911s are renowned for their driving experience and that addicting transition from understeer to oversteer never gets old. Also dont worry, its rival the Corvette lets you recreate one of the most legendary rivalries of racing history.

Porsche 718 Cayman S: Take all of the flaws of the Carrera S and throw them out the window, that is what the Cayman S is, not everyone will like it, the boxer engine doesnt scream anymore, the balance is there, the speed is there, you will question how on earth you are achieveing such speeds and laptimes. This car can punch way above its weight, it can give a SLS and a R8 a serious run for their money.

Porsche 918: This is it, the pinnacle, the spearhead of Porsche and you know what that means, Assetto corsa has the holy trinity. It takes a lot to break physics and if anyone will do it then its Porsche, this car pulls like nothing else, the power loss at the wheels is way less then its rivals and its more hybrid power by it understeers due to its weight. You can win with any one of the holy trinity but makes for some wild races, these are cars that will be remembered for decades, this is a rivalry you seriously dont want to miss, which ever side you pick you will have a wonderful time.

Porsche Cayman GT4 Clubsport: Specs wise this shouldnt be as fast as a normal FIA GT4 car but the cayman puts up on hell of a fight, there is a reason why this racecar was sold out for over a year when it came out, every team wanted one, because they knew Porsche werent messing around, when it comes to racing very few can hold a candle to Porsche. The GT4 continues that ability, taking a lot of the parts from a 911 GT3 this car can cut tracks apart and do unmentionable things to its rivals, some cars favour certain types of tracks, this favours everything, this is the epitome of balance. The downside is everything else may feel bad as a result.

Porsche 911 RSR 1974: You cant have porsche without the widowmaker, this car requires your full attention at all times, you need to be focused if you want to tame this beast. It will oversteer everywhere, you heading into a chicane OVERSTEER, you going around a S formation OVERSTEER, you driving in a straight line OVERSTEER probably. This also has the best sounds in the game bar none, nothing comes close this has a utterly beautiful soundtrack, I can only hope this gets some rivals soon as it a masterful car which is an incredible amount of fun.

Porsche 935V78 Moby D\*\*K: Ok so you read above paragraph, that was a car with 300 bhp, now take the same car, the same characteristics and slightly nudge the bhp to 800 and add the mother of all turbo lag. This is utterly frightening, you need to be on the top of your game for this, the devs dont trust you so its capped at around 600bhp by default and you can open the turbo fully to 800bhp if you are feeling up to it. Everything is amplified here, this is the edge of technology from the 70s, had this got better tyres it would have destroyed Formula 1. You will fail with this car many times, its not easy but its an achievement when you can get a good lap in. If you are 10 you can take pride in knowing it has a naughty word in its name, its that hardcore.

Porsche 917V30: Ok so you read the above paragraph, yes this is happening again. Porsche in their infinite wisdom thought they needed more power because 800 or so clearly isnt enough. So this makes around 1500bhp with the turbos on full tap. Let that sink in for a bit, its crazy, like seriously dont know how to explain it. This is an experience like no other firstly because no other games have dared adding the 917V30 and because you need to make sure you have health insurance before driving it ingame. It wheel spins in all gears, you can be going 200mph and its still spinning, no one knows how fast it can go because there arent any straight lines on the planet to contain it. This also have a unique feature that you can to care about, this drinks fuel at a ridiculous pace like you are dropping KGs of fuel off the car each lap so you need to take in mind that across a race the characteristics of it will change quite a lot keeping you on edge, there is no mastering this car, there is respecting it and hoping that today its not angry and doesnt want to smite you and your close family down. If you have the pleasure of heading to Zuffenhausen in Stuttgart for a day or so and see this in reality you will realise its actually a gokart with big wheels so its probably a good thing that nothing think like this will be creating again for our safety.

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Doesn't matter if you like Porsche or not, if you are remotely interested in motorsport or cars in general this is already a solid buy, for the price nothing can touch it and there is something for everyone all wrapped nicely into this neat package now stop reading this and get it already.

tl;dr: Cars for all generations, all types of characteristics, all award winners, the quality is there in all ways its a solid buy.. It has Porsches. I used to love racing the Moby in Need For Speed - Porsche Unleashed. Now I love it again. Thanks Kunos, amazing DLC! High quality content as (almost) always.. This DLC is a steal! The Cayman GT4 Clubsport would be worth even if it would cost 10USD! Can't wait for the next Porsche DLC's!

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OMG!!! WELL DONE, WELL DONE ! Absolutely Amazing job. Best DLC. It has to be instant buy for everyone.. I can't get enough of this quality sim and if they keep releasing quality DLC at a reasonable price like this; they will keep getting my hard earned money. To be honest, I did not spend too much time in AC these days, being more dedicated to rF2 and AMS because of the physics. However, when I saw the incoming Porsches, my hours spent in the Porsche Unleashed installment of the NFS series kicked in, and I simply couldn't resist. So here are my views:

**POSITIVE:**

- + wide variety of cars with vastly different handling
- + beautiful models with rich details
- + probably the best virtual dashboards ever
- + the unique Porsche feeling (the constant smile on your face)
- + huge boom on online servers (at least on day one) - the feeling of driving around Nordschleife surrounded by different kinds of Porsches

**NEGATIVE:**

- serious extent of sleep deprivation
- unwillingness to move out of the flat, generally turning anti-social
- making you realise that this is the closest you'll ever get to the cockpit of a 918 Spyder (or any other P.)

I already had a lot of fun races with the GT4 Cayenne, while comparing the 917 Spyder to the 918 Spyder on the Top Gear Test Track is a uniquely immersive experience. The old beast bites you in the buttock, while the 918 is soo gentle and so powerful at the same time. And I don't even have to say that these cars probably came into existence for the sole reason of entertaining you around Nords.

**Verdict:** this DLC is so good that you'll fall in love with AC. Again. And again.

**Video of the 918 doing a lap around Top Gear Track:** <https://youtu.be/Bh00BHBHf8I>. Proper Porsche on a proper driving sim.... absolutely amazing.. the cars are great but it's the sound that gets me.. It is so accurate to a Porsche!

[Now bring on the LMP1 and the GT3 RS !!](#)

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