

GM Performance Parts Is Offering Their Newest Crate Engine

Don't let the CT designation—short for circle track—fool you. The GM Performance Parts CT525 engine looks like a darn good choice for road racing. From NASA Super Touring and Time Trial to SCCA's big-bore sportsman classes, we think the CT525 will end up in far more road racers than roundy-round cars.

Plucked from the Corvette assembly line, the CT525 starts life as a 430-horsepower, 6.2-liter LS3.

Even the stock CT525 is born with inherent race engine features, like an aluminum block with cross-bolted mains and high-flow aluminum cylinder heads. To achieve the nearly

100-horsepower bump to 525

horsepower, GM engineers add a

racing spec hydraulic roller cam, matching

valvetrain, and single plane intake manifold. An ATI Super Damper bolsters safety and reliability.

GM's LS3 engine architecture offers room to grow as well. With just a cam swap and the addition of headers, compression, and race fuel, 700 horsepower is entirely realistic. As shipped, the CT525's only drawback is its "left turn only" oil pan. However, road race oil system alternatives are readily available from Moroso, Canton, Peterson Fluid Systems and a variety of other sources.

And the cost? Macroeconomics meets motorsports, as the engine's production roots keep the sticker price below \$10,000.

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Whiteline Anti-Roll Bars Get Two New Upgrades

Whiteline has just released two upgrades for their anti-roll bars, and they're both aimed at improving performance and safety. The first upgrade, the new coil spring assembly, uses high-strength steel and features a wide range of mounting. The second upgrade is the new coil over