



The Lingenfelter COPO Camaro in action at Norwalk, Ohio.

Lingenfelter Sets 1/4-Mile Record In COPO Camaro, Wants More Power

DECATUR, Ind. – Lingenfelter Performance Engineering has set the record for the world's fastest COPO Camaro just four days after picking up the drag car from General Motors.

The Lingenfelter COPO Camaro made an 8.64 quarter-mile pass at 159.12 mph a week ago at Summit Motorsports Park in Norwalk, Ohio.

After receiving the car and making a couple test runs as delivered by GM, the team made a few modifications – including installing a Lingenfelter LNC-2000 Adjustable RPM Limiter and Timing Retard Controller – before running the record time.

“Chevrolet Performance built a great car and with a little bit of Lingenfelter magic we were able to pull extra power out of it,” said Ken Lingenfelter, owner.

“At Lingenfelter, we’re experts at LS engines, and what we were able to do with the COPO Camaro in four short days is an extension of the experience and commitment we make to the LS package.

“We believe there is more power left in this COPO Camaro, and we know our performance team will get it.”

Lingenfelter ran the COPO Camaro during the company’s inaugural Lingenfelter Performance Nationals event, held Sept. 21-23 at Summit Motorsports Park.

Note that Lingenfelter Performance Engineering’s Ken Lingenfelter is an aftermarket leader whose own father was once a GM engineer who worked on the original Olds Toronado in the 1960s. LPE has a major facility in Brighton, Mich.

Ford, GM, Chrysler Reach Agreement With CAW

By ROB GILLIES
Associated Press

TORONTO (AP) – Ford, GM and Chrysler have agreed on terms for a new contract with the Canadian Auto Workers union.

The CAW’s four-year deal ended weeks of talks with the Detroit automakers and avoided strikes and the possibility production will move to the United States.

CAW President Ken Lewenza said Chrysler matched the four-year agreements the union reached earlier with Ford and GM.

The contracts cut wages for new hires and freezes pay for current workers. But they also give workers lump-sum payments to cover inflation and for ratifying the deal.

Under the Detroit 3 deals, the companies will pay new workers 60 percent of the current top wage of \$33.89 Canadian dollars (US\$34.74) an hour, according to

the CAW. That would mean new workers would be paid around \$20.33 Canadian (US\$20.84). They can move up the wage scale and reach the top wage in 10 years.

U.S. workers at the Detroit automakers approved a similar two-tier wage agreement five years ago, but in those agreements, workers don’t automatically get the top wage after 10 years.

The auto companies had said Canada is the most expensive place in the world to make cars and trucks, and indicated they could move production south if the CAW didn’t cut costs. The CAW represents about 21,000 auto workers in Canada and about 16 percent of auto production in North America.

Canada’s advantages in the past – a weak Canadian dollar and government health care – have all but vanished compared with U.S. factories.

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