

Jerry Lewis Father For Fifth Time

Santa Monica, Calif. — Comedian Jerry Lewis became a father for the fifth time Wednesday when his wife gave birth to a six-pound eleven-ounce boy.

The boy, named Anthony Joseph, and mother were reported in good condition at St. Joseph's hospital.

Detroit — The bubble of air suspension has burst. Just two years ago air suspension was being heralded as the coming thing in the auto industry.

Although it won acceptance from every auto maker in Detroit in 1957, it will virtually disappear during the model year just getting under way. The only two cars offering

air suspension in 1960 will be Rambler and Cadillac. It is being dropped this fall by Imperial, Chrysler, DeSoto, Dodge, Plymouth, Chevrolet, Pontiac, Oldsmobile and Buick. Ford discontinued it last year.

Device Turned Down
Although Studebaker-Packard engineers were among the leaders in developing the air

suspension system for cars, the South Bend company's management turned down a constant leveling device that was to be offered on its 1956 cars because of the cost.

It was the cost, coupled with improvements in coil steel springs, that finally led to the wholesale abandonment of air suspension.

Gedward Rollert, new general manager of Buick, explained the position of the auto company executives. "Improvements in coil springs have made it unprofitable to continue to offer air

suspension," Rollert said. "The ride offered by the new air springs makes the added cost of air suspension too great."

Cost Varied
The cost of air suspension varied from make to make, ranging from \$98 on the Rambler to \$214 on the Cadillac.

The advantages offered in exchange for these extra costs included a softer ride regardless of terrain or car load, constant leveling of the car during stops, starts, turns and

straightaway driving, and the ability to lift the body of the car above the chassis for traveling rough roads.

The latter benefit, accomplished by increasing the inflation of the "air bags" used in the suspension system, was needed by only a very small portion of the nation's motorists.

Improvements in coil springs made them almost as good as air springs in the other areas. During the first year of its widespread acceptance, the

auto industry sold about 100,000 air suspension units. Last year, the figure dropped to less than half of that.

Cadillac, which sold air springs on 14 per cent of its cars in 1958, dropped down to 7½ per cent on its 1959 models. Buick dropped from 10 to 1½ per cent; Oldsmobile from six to five; Pontiac from three per cent to only 600 units and Chevrolet from two to less than one per cent.

Rambler has never accounted for more than one per cent of its sales with cars equipped

with air suspension. Neither did Ford in the only year it offered it. All Chrysler Corp. makes registered less than one per cent during the 1959 model year.

The auto industry, along with the rubber industry, spent millions of dollars developing air suspension. Engineers took real pride in working on the new suspensions.

But, just as he did in forcing the auto industry to introduce economy cars, the motorist had the final say.

Gen. Maddux Named To Armistice Position

Maj. Gen. Sam Maddux Jr., has been designated senior member, United Nations commission, Korea, effective Nov. 1, according to Eighth Army headquarters.

He will succeed Maj. Gen. William S. Biddle. General Maddux married the former Charlotte Collins of Medford. He lists Lawton, Okla., as his home.



ANOTHER ROCKEFELLER POSSIBILITY
—Pan American Livestock host E.E. (Buddy) Fogelson, left, talks with Winthrop Rockefeller before attending a luncheon honoring outstanding cattlemen at Dallas, Texas. Earlier Rockefeller said he may follow in the footsteps of his famous New York brother and make a bid for the governor's office in Arkansas. Rancher Rockefeller declined to name a date when he might make a decision. (UPI Telephoto)

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