

Here's Your Charter Subscription

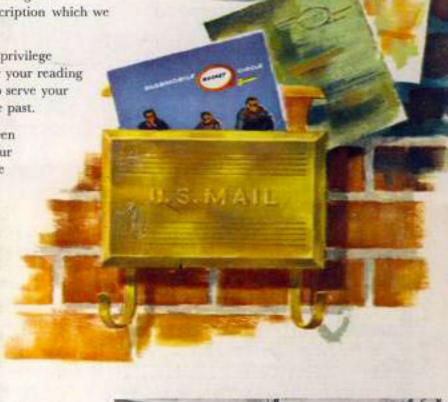
This—the first issue of the Oldsmobile Rocket Circle magazine marks the beginning of a complimentary subscription which we have reserved for you.

As your Oldsmobile dealer, we deem it a pleasure and privilege to send this publication to you regularly, both for your reading enjoyment and as a reminder that we are always ready to serve your transportation and car-care needs—as we have in the past.

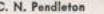
The stories in this, and each succeeding issue, have been planned to appeal to you and every member of your family. We are sure you will find that the Rocket Circle magazine will bring new and enjoyable entertainment into your home.

This charter subscription is our way of wishing you the best for the New Year. If you enjoy the Rocket Circle magazine—and we sincerely believe you will—won't you stop by and tell us?

This is your magazine—and we are always anxious to have your suggestions and comments.









C. N. Pendleton, Jr.





Mr. Hobart Clope 730 Illinois St. Racine, Wis. BLK. RT. U. S. POSTAGE P A I D Chicago, Illinois Permit No. 9499



ACROSS MY

By J. 7. Wolfram

Vice President of General Motors and General Manager of Oldsmobile

THE ROCKET CIRCLE has been an undefined, nonetheless real, entity until now. It's made up of those thousands upon thousands of special persons who drive a special automobile-Oldsmobile. To me, the Oldsmobile owner is a vital person with broad horizons-and the ability to look ahead. His interests range widely, his standards are high-he takes the grand view, with precise attention to detail that bespeaks quality. This is the bond between Oldsmobile itself and Oldsmobile owners . . . and this is the bond between individual Oldsmobile owners. This is a bond that has been unspoken until now. I call this bond The Rocket Circle. This magazine is the voice of The Rocket Circle.

As you turn through the pages of each issue of this publication, you'll find it reflects your own good taste, your own respect for the ultimate in any field, your own pride in purposeful action—the very basis for your being an Oldsmobile owner. You'll find stories that fire the imagination, that amuse, that inform—always presented in a very special way, the Oldsmobile way:

contemporary, original and with a distinctive flair.

Like The Rocket Circle itself—The Rocket Circle magazine represents every degree of that circle: every owner, every Oldsmobile dealer, every one of us who create and manufacture Oldsmobiles. Those aspects of our personalities that make us respond to Oldsmobile as a symbol of leadership in design, performance and sheer motoring enjoyment are reflected in this magazine. It is a means of communication among all of us.

We'll share our owners' interests in such regular features as Rocket Circle News and Picture Profile. Your Oldsmobile dealer will have messages of special interest to you on the back cover. You will find helpful information about caring for your Oldsmobile on the Service page. You will read of advance design and engineering planning, of behind-the-scenes techniques to constantly keep every component of every new Oldsmobile unsurpassed in quality.

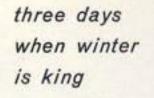
We'll share interests, too, in authentic, exciting stories of the entertainment world; sports, music, theater...We'll chuckle together over classics in humor...Our appetites will be whetted and our entertainment planning lightened...We'll gain a new perspective on the design and decoration of our homes and offices...New thrills will be added to travel...

We'll find The Rocket Circle magazine has the same zest for living the good life that we Oldsmobile owners have.

OLDSMORILE BOCKET GRICLE MAGAZINE, Vol. 1 No. 1, editorial office: 41 E. Oak St., Chicago 11, Ill.; business office: 2320 S. Wabash Ave., Chicago 16, Ill., published eight times each year. Nothing that appears in this magazine may be reprinted either wholly or in part without written permission of the publisher. Pub. and litho, Edwards & Deutsch Lithographing Co., Chicago, Illinois, Copyright 1955.

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ABOUT OUR COVER: ON BICKORY WINGS, three Sun Valley, Idaho skiing instructors soar from atop Baldy mountain,





WINTER CARNIVAL

Every February since 1910 has found Hanover, N. H. exuberantly singing, stomping and slaloming... as Dartmouth's winter sports meet, Carnival Ball, ice statuary and house parties attract old grads, new debs and hundreds who just enjoy the zest of youthful merriment. Although the thermometer can hit thirty below, the sharp, crystal clear air and blazing open fires make it a wonderful, carefree, swirling week-end of colorful skiing and skating costumes—a pink cheeked tribute to winter.

[Continued week page]



SKIING SYMBOLIZES famous
Dartmouth outdoors prowess.
Girls from nearby Vassar, Smith,
Wellesley limber-up on the
college's slopes for Carnival Ball
cha-chas, while Dartmouth
Outing club members jump for joy.

NEW HAMPHURE RECREATION BLV, KODACHROME



ICE SCULPTURE competition between fraternities provides some of the most artistic and some of the most outlandish landscaping during Winter Carnival week.

NANOOK, riding astride a giant snow whale, stood in center of Dartmouth's campus at last year's carnival. Louis Miano ('55), Pelham Manor, N. Y., was sculptor.

MOOSE MOUNTAIN trail is site of Winter Carnival's famous downhill ski race. After winners are announced, there are fireworks, pantomimes and crowning of a carnival queen.

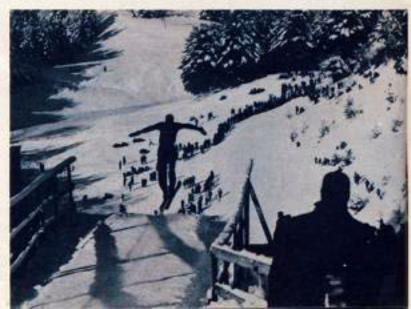
WINTER IN HANOVER is as crisp as that first bite into a McIntosh apple. The full tart, winey meaning of this is distilled into Winter Carnival . . . a focal point of Dartmouth college's distinctive way of life. President Emeritus (1916-1945) Ernest Martin Hopkins expresses this attitude almost poetically: "I would insist that the man who spends four years in our North country here and does not learn to hear the melody of rustling leaves or does not learn to love the wash of the racing brooks over their rocky beds in spring, who never experiences the repose to be found on lakes and river, who has not stood enthralled upon the top of Moosilauke on a moonlight night or has not become a worshipper of color as he has seen the sun set from one of Hanover's hills, who has not thrilled at the whiteness of the snow-clad countryside in winter or at the flaming forest colors of the fall-I would insist that this man has not reached out for some of the most worthwhile education values to him at Dartmouth."

Although it has been a men-only school since the second Earl of Dartmouth prodded King George III into granting it a charter in 1769, the official college catalog points out that it is "one of the most accessible points in New England." Thousands of under-

SKI JUMP competition is highlight of Winter Carnival. Six members of 1952 Olympics team were champions from Dartmouth.

graduates from the women's schools in the surrounding New England and Atlantic states readily agree. By automobile, by train and by plane they happily tumble forth for the college's fall house parties, the Green Key prom in the spring—and, most joyous of all, Winter Carnival.

Dartmouth is one of the leaders of North America's winter sports colleges. Its ski team, sponsored by the Dartmouth Outing club, contributed six men to the 1952 Olympic team. The Outing club is extremely partial to winter, which brings vigorous sport and the celebrated Winter Carnival, originated by the club. Today, it is Dartmouth's largest, most distinctive campus and alumni organization. The club has a chain of 18 cabins and shelters that extend north through the Vermont





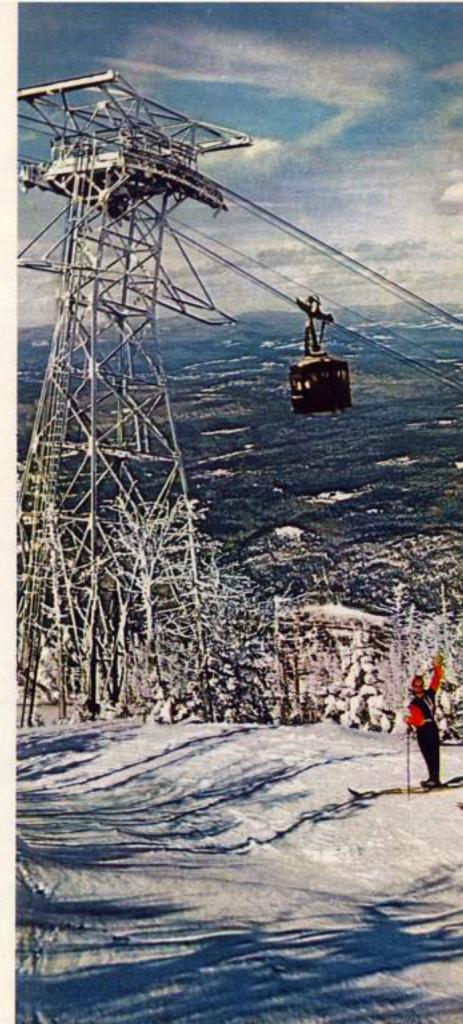
hills for 140 miles. But week-end jaunts into the White and Green mountains to "rough it" are forgotten by the club right after mid-year examinations. Carnival is on the calendar! Time to take a breathing spell from studies—time to pay tribute to King Winter!

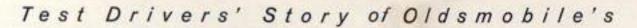
From Boston, 140 miles to the southeast—from New York City, 275 miles south—from all across the nation, alumni, parents, sweethearts, winter sports fans and curious spectators pour into Hanover—a quiet village of about 6,000 souls. For three days, the villagers are submerged in a whirl of activity that takes almost until the spring thaw to recover from. The town's reaction is good-natured—the influx of visitors presents mercantile rewards, as well as relief from long, quiet, dark winter evenings.

You wouldn't believe it, but three days are enough to cram these events into the social schedule of frost-bitten spectators—a dramatic production...a fraternity party... the Carnival Ball...basket-ball, ice skating, hockey and swimming contests...a trudge through the snow to see the famous ice statues in front of the fraternity houses...a warming mug at The Hanover Inn, student hangout...downhill and slalom ski races, climaxed by thrilling jumping events on the final afternoon.

This year, Dartmouth's Winter Carnival fever reaches its peak February 3, the Friday after students register for second semester—and abruptly ends after that last ride up the ski lift on Sunday . . . For the rest of us, it becomes a slowly fading memory of bright colors, against the gleaming white buildings and snow, of youthful vitality at the "fresh-air college" . . .

ALL NEW HAMPSHIRE is winter sports minded. Here, near the 4000-foot summit of Cannon Mt., tramway ascends to jump-off site.





ETAWAY HYDRA-MATIC DRIVE

"Give it the works!"

THESE WERE THE TEST DRIVERS' instructions when they received the first cars equipped with a brand new Oldsmobile transmission. This was a tense moment for the engineers who had sweated over the new design for months. They knew that their new "brain child" was in for some mighty critical tests. They knew that it was in for rough treatment-that it would face conditions verging on the impossible, conditions not met once in ten years of ordinary driving.

This new transmission didn't even have a name then. But by the time the test drivers had finished their job it had named itself.

To them, it was "Jetaway"!

You'll know it as Jetaway Hydra-Matic-the revolutionary advance in flaming performance and driving smoothness for the '56 Oldsmobiles. It all started at a western airport while Oldsmobile's General Manager and Chief Engineer were observing the take-off of some new-type jet airplanes. "That's the kind of getaway we want to give Oldsmobile buyers," said the General Manager.

Oldsmobile and General Motors engineers had been experimenting with a fluid clutch, a revolutionary new engineering principle which made it possible to blend motion through fluid in power transmission. In the fluid clutch, possibly, lay the answer to the Oldsmobile General Manager's request for "Jetaway getaway".

OLDSMOBILE'S NEW JETAWAY HYDRA-MATIC! The secret of its smoothness is in the second coupling. Like all types of automatic drives in use today, Hydra-Matic Drive has a fluid cushion in the drive line to smooth out power impulses. The new Jetaway Hydra-Matic has a second fluid coupling which blends one ratio into the next when ratio changes occur. giving you all the FLOW of fluid . . . all the GO of grans!

Oldsmobile cars with Hydra-Matic Drive had always been outstanding for quick getaway. With Hydra-Matic's all-gear torque conversion there was no loss of power through slippage in the drive. With the new fluid clutch to blend the drive ratios in Hydra-Matic, there was every possibility of achieving a drive with all the GO of gears and all the FLOW of fluid . . . a transmission that would enable an automobile to get away with the smoothness of a jet plane.

That was the goal that Oldsmobile and General Motors engineers set out to achieve, months ago. The result was the new Jetaway Hydra-Matic, now fully tested, fully proved, fully perfected. It is an entirely new drive that retains all of the geared-to-the-road efficiency of previous Hydra-Matics and introduces important new performance advantages, plus fluid smoothness!

Oldsmobile owners who have appreciated the extra "go" that Hydra-Matic has always given them through its automatic downshift at speeds up to 70, will find even more of what they like in the new Jetaway Hydra-Matic. It downshifts to third ratio, automatically, at half throttle

The secret of the smoothness is in the second coupling

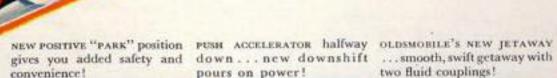
or more, at any speed up to 30 miles an hour. It downshifts automatically to second ratio, at full throttle, at speeds up to 22 miles an hour. That means performance that is much more responsive than anything that ever before has been available in any car-in city traffic as well as on steepest mountain grades.

From the driver's seat you may never be conscious of any of those downshifts, because the ratio transitions are so liquid-smooth. All that you may be aware of is that your accelerator releases new worlds of power at the slightest touch.

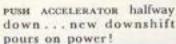
It is also the smoothest flow of power that any automobile driver has ever experienced. And, like any new

Oldsmobile development, the new Jetaway Hydra-Matic has been pre-tested and proved for you under every conceivable condition that you might encounter.

As one test driver remarked when a certain extraquality feature of the new transmission was called to his attention, "They even fixed it so the inexperienced attendant in a filling station couldn't spoil its perfect performance if he tampered with it. And," he continued, "the people who drive it will have to refer to their Owner Manuals to find out about the gears-it's so fluid-smooth!"









two fluid couplings!



Jetaway Hydru-Matic is standard on Ninety-Eight Models; optional at extra cost on Super "88" Models,

an intimate supper

NOW THAT THE WHIRL of holiday parties has died down, now that the return to more informal living is so welcome . . . now is a good time to make your entertaining the relaxing kind. And that's easy—because the ingredients are so simple, and so readily at hand.

Take your favorite couple . . . your favorite food . . . your favorite music. Plan a leisurely intimate supper, like this:

If you have a fireplace, use it for friendly warmth, atmosphere-and to cook in. Place a small brazier in the fireplace. The heat from the soft red charcoals will warm you while it slowly mellows to golden deliciousness the individual Cornish hens you'll serve for supper. While this festive delicacy whets the appetite, satisfy your hunger with hot canapes, sharpen your palate with a dry white wine. Behind the congenial chatter and the occasional sputter of fire, play nostalgic recordings. If your record collection is heavily bop or distinctly classical, here are some sweetening suggestions for mellow backgrounds: Enchanted Evening with Mantovani, London LL 766; Melodies of Love by Wayne King, Decca DL-8124; Dream Time, Paul Weston, Columbia CL 528. Nothing relaxes like musical favorites from your carefree high school or college days. All is right with the world . . . and you are host and hostess for a memorable evening.



coffee table canapes... Serve with chilled riesling or chablis wine. 1—Chopped fresh mushrooms sauteed in butter on toast rounds. Broil until bubbly. 2—Wrap chicken livers in bacon on cocktail picks. Broil. 3—Bowl of green and ripe olives.

carnish hen . . . Split and barbecue or broil. 15 to 20 minutes per side. Brush with melted butter and lemon juice at each turning. Serve one bird to each person.

segetabler... Wild rice en casserole, with onion, mushroom bits, moistened with butter. Green beans, buttered and sprinkled with slivered almonds.

salad . . . Gucumbers in sour cream, chopped chives, radishes, lemon juice, salt, dash of paprika. Melba toast.

dessert . . . Coffee demitasse, with lemon meringue pie.

After that feast, you're sure to be playing an encore soon
. . . Try this on your appreciative audience:

salt crust brailed steak... Rub freshly ground black pepper into a 21st thick flat bone prime sirloin steak, then cover with a 'st' thick paste made of coarse salt and water. Press and pat paste onto steak until quite solid. This will seal in the juices. Broil or barbecue in hand grill, so steak can be easily turned without disturbing crust. Garnish with chopped parsley. Slice thin. Dip slices into melted garlic-seasoned butter and serve on sliced Italian bread. Claret wine goes just fine!

regetable . . . Top cooked seasoned asparagus or broccoli with mayonnaise. Broil until golden.

salad . . . Limestone lettuce, avocado slices, wine vinegar and olive oil dressing.

dessert . . . Chilled cream cheese pie or cheese cake. Coffee.





ONLY THE FEW THOUSANDS who hugged the bandstands at the Palomar or the old College Inn could thrill to the true tones of the inspired music of the swinging thirties. Today, millions buy high fidelity recordings which capture the lively bounce that rocked a generation.

The shrines of concert syncopation are gone. The Pennsylvania Hotel is The Statler—and the only music you hear at the Blackhawk, where the Bobcats were really born, is the percussive clatter of wooden salad bowls. Dance music is for dancing—and, mostly, it's South American in origin, not southern U.S. Sweet, not solid.

In the pre-war, pre-television days, superheterodyne radio sets picked up the small middle tonal range of remote broadcasts of Glen Gray and his Casa Loma Orchestra, The Dorsey Brothers, Jimmy Lunceford, Chick Webb, Duke Ellington and—most exciting of all—Benny Goodman. Above the surface noise of the 78 rpm shellac discs, you could feel the pulse of rock-ribbed rhythm

brings the big bands back!

sections all right—but you couldn't pick out the sparkling patterns of the guitar or the responding contrapuntal tempo of bass viol. The recording studios were walled with sound deadener, and hung with directional microphones. You heard what the steel stylus of the recorder's cutting head could transpose to grooves in wax... and what your finely sharpened cactus needle would coax from those crude grooves.

Today, recording and transmitting equipment is so far advanced that you can actually hear music better than during a normal in-person performance. The single condenser microphone pulls in the full range of tone—captures each note at its proper sound frequency, and electronically transfers each delicate shading to tape. And this tape—not a furrow in wax—is the master for the recordings that you can reproduce on any modern high fidelity phonograph. Because of this, the recording companies are reassembling the great bands and re-transcribing the classics of the '30s and '40s.

That's why the big bands are coming back. The dance halls that rocked on one night stands may be bowling alleys, the hotel ballrooms may be lavish dining rooms—but the music lover now has his own theater in the home . . . for an exciting reunion with old favorites, or a thrilling new appreciation of America's big band era.



Great leaps, ferocious smashes of arcing pelotas that scream across the court at 150 miles an hour make the fastest sport in the world a breathtaking sensation...

JAI ALAI ...

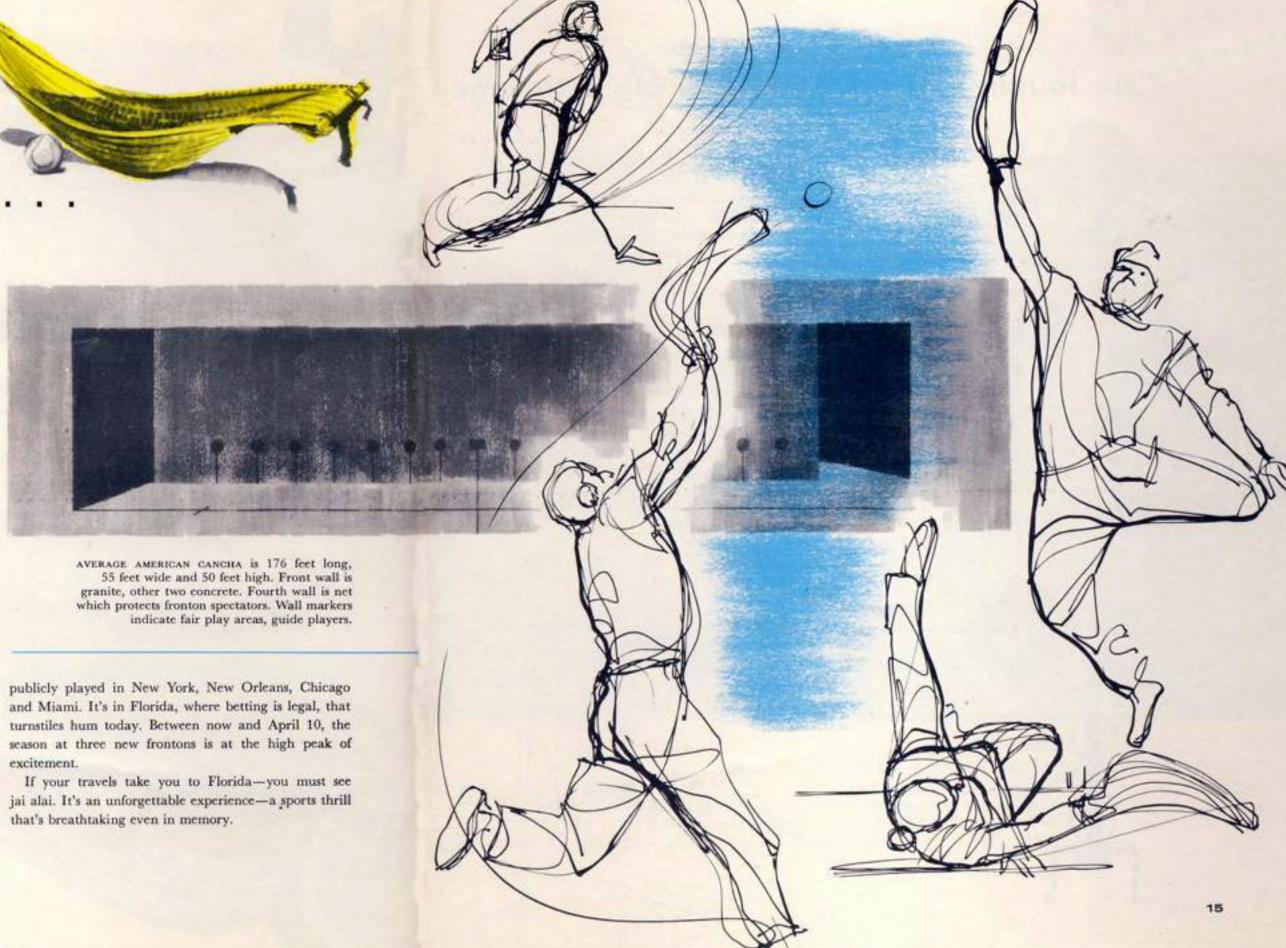
THERE ARE VERY FEW jai alai players in the world. You can understand why, when you witness this lethal game—when you learn that in one month of play at one court in New York 23 players were injured—some requiring major surgery.

There are thousands of fanatic followers of this flamboyant sport, which may have originated with the Aztecs six centuries ago—but which, in its modern form, is generally credited to origin in the Basque mountains where, the old pros claim, the best equipment is still made.

Like the flavor of Basque olives, jai alai is difficult to capture in words—it's a subtle blend of anything but subtle action sports. It's played in a stadium known as a fronton, which has a court about half the size of a football gridiron. It's a ball game—and the ball's as hard as a bullet. This goatskin-covered missile is hurled and retrieved with a reed basket, in a game that's a combination of lacrosse, tennis and handball. The ball travels so fast you can barely see it—and the players contort themselves into bizarre attitudes in lunges that bring them crashing down on the concrete floor, for an immediate recoil to return the jet-propelled rock. This is the fantastic game of jai alai.

Like tennis, it is played in singles or doubles competition, in a court or cancha; like handball, it is played with a hard rubber ball or pelota; like lacrosse, the ball is propelled with a reinforced scoop-shaped racquet, or cesta.

Jai alai was introduced to the United States in 1904 at the St. Louis World's Fair. Since then it has been



WHEN YOU START with a lovely room, you have to go some to make it even more exciting . . . That's an assignment every homemaker can tackle with verve. With the new year, why not bring new interest to your home-bring new spark to your living room with little touches of good taste? That's the assignment Rocket Circle gave decorating ex-

perts at Chicago's fabulous Marshall Field & Co.

Starting with a good room layout, contemporary furniture and gray carpeting, the decorators sparked the floor with a lush, handmade figured rug in front of the fireplace . . . dotted the avocado sectional sofa with accents of colorful pillows . . . backed it with a hand-painted French screen . . . then used five major accessory finds to exploit the cool bluegreen individuality of the room. With an unusual sense of complementary ingredients, they combined contemporary Italian game cocks and pottery bowl, with antique birdcage and modern American andirons, sandblasted redwood clock.

brick wall. ANTIQUE BIRDCAGE

is whimsical shape

or fresh flowers.

to hold colorful birds

EIGHT-DAY CLOCK hangs from polished brass bracket, projects soft shadows against stark white

WHITE POTTERY BOWL

complement contemporary

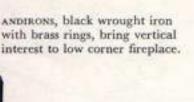
has eye-pleasing pineapple form to

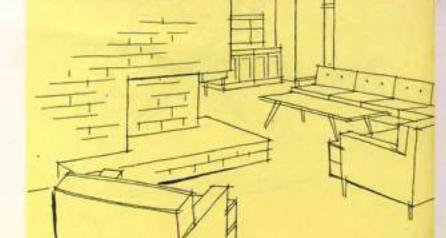
coffee table, tie-in

with brick wall.



FIGHTING GAME COCKS from Italy are exquisitely accurate in every detail, formed in highly polished brass.





little touches of taste make a big difference in Home Decorating



Cool blue-green, the newest decorating trend, is given warm, bright contrast with brass accessories . . . luxurious informality with friendly islands of color. Here's a practical before-and-after story of an attractive living room that has acquired great, distinctive beauty with a few decor accents.

Rocket Circle

HE HEADS ONE OF CHICAGO'S largest art studios, yet he can't draw. "I was always in too much of a hurry, I guess... besides, it didn't take me long to find out that my art sense could be used to bring out the talents in others." That's what Rocket Olds owner Walter O. Grant says. He's president of Grant-Jacoby Studios, Inc., a commercial art studio. As successful as he has been at this, he doesn't let business pressure him out of being Walt Grant: family man and sportsman.

"I like to hop into my Olds and head for open country. I love the outdoors." Walt's list of clubs attests to this. A favorite is Duck Island, a 2700-acre natural marsh near Peoria, Ill., that's operated as a private game preserve for 25 members. In the fall, they usually have several hundred thousand mallards; and it's not surprising to see good size flocks of Canada geese and several thousand blue and snow geese.

Every spring and fall, Walt Grant loads his Oldsmobile with business friends and makes a trek to Kashabowie, Ontario, Canada, for one week's fishing for the big ones, walleyes, lake trout, large northern pike.

His love of nature isn't confined to bagging game. A good example is the landscaping of his new home in Inverness, an exclusive country suburb 35 miles northwest of Chicago. Before moving in, he planned every detail of the landscape design, had every bush and tree sketched into position and blueprinted. "I believe so thoroughly in precise layout-design as the first step in planning something pleasing to the eye,

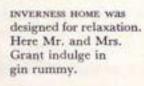


that I applied this to every phase of this house,"
he says. The Grants personally selected every
bit of hardware, flooring, tiling and fixture—
always with an eye to individual design of the
element and the over-all effect they desired.
They selected their new Oldsmobile together,
too—cite it as an example of excellent contemporary design.

Even the placement of the one-acre estate didn't escape Mr. Grant's attention—the patio of his home faces the 8th green of a golf course. "Great to pitch and putt on at night!" he says.







SPORTSMAN GRANT hunts and fishes the year around at private

clubs and game

preserves.



HIS OVER AND UNDER is Grant's favorite shotgun. He also shoots a Remington automatic.



"THIRD OLDSMOBILE in a row for me," says Grant of his Holiday. A '56 model is a spring certainty.

ROCKET CIRCLE LETTERS

SWEET MUSIC

Sirs

Glad to have such terrific company in singing the praises of Oldsmobile... we should make a lovely duet.

PATTI PAGE

New York, N.Y.

 Miss Page's lilting lyrics are regularly heard on Oldsmobile's Patti Page television show. Check your newspaper for time and channel.

SPECTACULAR PRAISE

Sirs:

Like your colorful big offerings on television, your new Rocket Circle magazine is tops in good taste, engrossing reading . . . My entire family enjoyed it.

MAX LIEBMAN

New York, N.Y.

Mr. Liebman is NBC-TV's executive producer of its famous spectaculars. Oldsmobile sponsors these highly entertaining 90-minute shows every fourth Saturday.

NEWS VIEWS

Sirs:

The exciting format, the sound reporting . . . will make me an avid follower of your new magazine.

BASIL L. WALTERS

Kenilworth, Ill.

 "Stuffy" Walters, as he is affectionately known by newsmen, is Executive Editor of the awardwinning Knight newspapers—Chicago Daily News, Miami Herald, Detroit Free Press, Akron Beacon-Journal, Charlotte Observer.

ACADEMIC ACCOLADE

Sir

Flavorful reporting, editorial integrity—and some of the finest magazine art I've seen... make your magazine a really important addition to magazine journalism.

KENNETH E. OLSON

Glencoe, Ill.

 Dean Olson heads Northwestern University's famous Medill School of Journalism.





national news coverage. Nevitt highlights it like this: "Hard, glary ice. Thirty-seven mile winds . . . Big Deuce IV from Detroit broke in two. Four A-boats turned over rounding pylons. A Life photographer got his leg broken by a runner plank. One boat spun into an RKO newsreel truck, pushing a runner clear through a rear tire. Great regatta. Nobody went through the ice

Despite these exciting hazards, ice boating has been thriving in America since before the Civil War. Shortly after, the Roosevelt family built the Icicle, the largest ice yacht ever constructed. The 694foot-long behemoth ruled the Hudson regattas for years. Today, ice boats are much smaller+with sails measuring from 75 square feet and over on class E boats to 350 square feet

Until recently, ice boating as a popular sport lagged because boats were scarce-you had to make them yourself, or have one custom made by one of the few specialists. Today, however, pre-cut kits for assembly, as well as mass produced small class ice boats, are readily available. Most are single seaters, but a side-by-side two-seater recently introduced is encouraging a female invasion of what has been a strictly male sport since the Dutch originated ice boating more



STARTER SOUNDS CANNON to begin regatta at Lake Winnebago, Wis. These tiny, cat-rigged front steerers are among the fastest.



at home more, on account of the expense of going out, it is discouraging to learn that the home is one of the most dangerous places to stay if you don't want to get hurt. The National Safety Congress in London has recently announced that 1,800 British women are killed annually just sticking around their homes. Nobody knows how many British men are killed, what with the British women and everything.

According to Miss Bondfield, former Minister of Labor in the British Cabinet, these 1,800 housewives met their deaths falling down stairs, tripping over buckets and broom-handles and in other domestic pursuits. "But falling over a bucket or broom-handle," said Miss Bondfield, "or even falling down stairs, is a human failing." This is very broadminded of Miss Bondfield, but it doesn't make the situation any the less grim.

The argument advanced by the congress was that too many houses nowadays are filled with unnecessary sharp edges and corners or cluttered up with too many sharp-edged tables and other pieces of furniture. This is all very well, but it doesn't take care of the stair-problem, nor does it explain just how corners are to be done away

with unless everybody can live in a rotunda. And it doesn't seem to me that it exhausts the sources of death and destruction which lurk in every household, whether well-ordered or not.

A reprint of a famous Benchley classic.

by Robert Benchley

What, for example, is to be done about cellarstairs with too low a ceiling? A man may take care of a furnace for twenty-five years and still forget to duck his head when he starts going down the cellar-stairs. And, even if he never quite kills himself with one bump, the constant banging at his forehead, year after year, night after night, is going eventually to result in a general concussion or softening of the brain, with an early and unpleasant death as a result.

What of bureau-drawers which stick until the puller has got himself quite off balance, and then throw him over backward against his rowing-machine? What of slipping in the shower-bath or getting out of the tub and crashing into unresisting porcelain? And, while on the subject of showers, what of those which stop for a second in the middle of a warm bath and then give forth a gush of scalding hot water? What of sectional bookcases which topple over on top of one while trying to get a volume from the top stratum?

It would seem that, in doing away with stairs (a dangerous experiment in the first place, what with the jumping it would entail) and eliminating corners and mop handles, the work of mak-

Perhaps it would be better if we all
just went out and lived in fields.
But even there, certain people are
going to be always falling down on
rocks. Things look pretty black.

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OLDSMOBILE Safety-Maintenance Schedule

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REGULAR, THOROUGH SERVICE can prolong the life of your car. And your guide to better service is this Safety Maintenance Schedule. You'll find it in your Owner's Manual—it will pay you to check it before each service visit! WE'RE REFERRING TO THE EXTRA MILE or two that you may have to drive for your car's regular maintenance service. It's well worth the effort to go out of your way, if necessary, to get the kind of Safety Maintenance Service that is available only at Oldsmobile dealers.

If you "do it when it's due," if you give your car the regular maintenance services as called for in Oldsmobile's Safety Maintenance schedule you should find it much easier, and more economical too, to keep your car up to par.

The Safety Maintenance way of avoiding mechanical trouble and costly repairs and replacements is an Oldsmobile "first" which is fully as important to you, in many respects, as Oldsmobile's famous "firsts" in mechanical development, such as the Rocket Engine. It is the outcome of millions of miles of test driving, during which Oldsmobile engineers made regular checks to determine wear and needs for adjustment at thousand-mile intervals.

The advice of these engineers, on when to lubricate, when to adjust, and when to replace limited-life parts such as spark plugs, breaker points, and oil filter cartridges, is the soundest advice that anyone could give you on how to get more satisfaction and more miles per dollar out of your Oldsmobile.

On this page in future issues of the Rocket Circle magazine you will find many helpful suggestions and sound engineering advice on the care of your car. Look to this page regularly for important service reminders. And look to your Oldsmobile dealer regularly for Safety Maintenance Service.