

# MICHELIN

## Twelve Tire Tests No. 9

*This series of twelve tire tests is designed to take the uncertainty out of tire-buying by helping the motorist to determine beforehand what mileage he may expect from the various tires he is considering. The next advertisement in this series will appear in next week's issue of The Grain Growers' Guide.*

### Tube-Fit

The photograph reproduced herein teaches an important lesson.

The tube shown was made by cementing together sections of two tubes of the same branded size—one a Michelin, the other a standard tube made in the ordinary way. This composite tube, slightly inflated, was then laid in a casing, cut in half longitudinally.

Note that the Michelin half fits the casing perfectly (because Michelin Tubes are made ring-shaped like the casing) whereas the other tube naturally wrinkles.

While a tube of this latter kind is deflated its inner and outer circumferences are of practically equal length. The inside of the casing, however, is much shorter around the beads than around the tread. Consequently, when the straight tube is put into its casing, either the inner circumference of the tube is too long or its outer circumference is too short. Such tubes are easily pinched in fitting; wear thin in spots;

or break, where creased or folded, under the pressure of inflation and use.

In selecting tubes, therefore, it is important for you to know whether the tube is naturally straight or naturally ring-shaped. You can determine this by holding the tube up while deflated: straight tubes hang straight, while Michelin tubes, which are ring-shaped, hang in a decided curve.

**Remember this :-**  
**Michelin Tubes - Ring-Shaped**  
**All Others - Straight**

**Michelin Tube at Right.**

**Ordinary Tube at Left.**

**Michelin Tire Company of Canada, Limited**

782 St. Catherine Street West

Montreal, Canada

SOLD BY LEADING TIRE DEALERS IN ALL PARTS OF CANADA