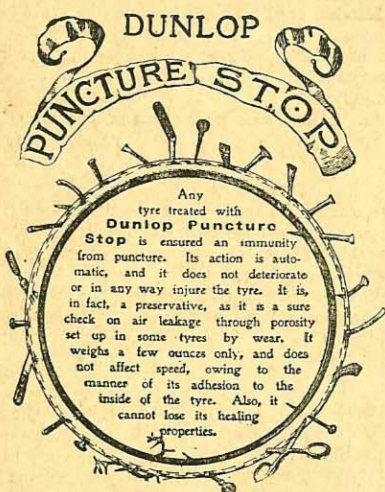




A Week's Trial.



Any tyre treated with **Dunlop Puncture Stop** is ensured an immunity from puncture. Its action is automatic, and it does not deteriorate or in any way injure the tyre. It is, in fact, a preservative, as it is a sure check on air leakage through porosity set up in some tyres by wear. It weighs a few ounces only, and does not affect speed, owing to the manner of its adhesion to the inside of the tyre. Also, it cannot lose its healing properties.

Directions.—A tube of **Puncture Stop** is required for each tyre, price **5s.** per tube. *Money back if action of stop does not prove our statement up to the hilt, after a week's trial.* To insert **Puncture Stop** in the air-chamber the tube must either be disjoined or the valve removed and the solution put into the aperture. *It will not pass through the valve.* It is recommended that inner tubes or tyres be sent (carriage paid both ways) for the insertion of the **Puncture Stop**, at an inclusive charge of **5/6** each; or Dunlop Tyres containing **Puncture Stop** can be obtained from the John Griffiths Cycle Corporation, Ltd.

During the week we have been trying the new puncture stop fluid of the Griffiths Cycle Corporation. It was put into a pair of tyres, one of which was punctured by a thorn and quite flat, while the other had a small undetected leak, which caused it to deflate every seven or eight hours. This was last Wednesday, and the tyres have been in constant use ever since without requiring the least inflation; in fact, the punctured one was pumped a little too hard, and it is still carrying rather too high a pressure for comfort. We shall say more of our experiences of "puncture stop" in a later issue after longer trials. So far it has quite substantiated the claims made for it.—*The Cyclist*, May 12th.

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