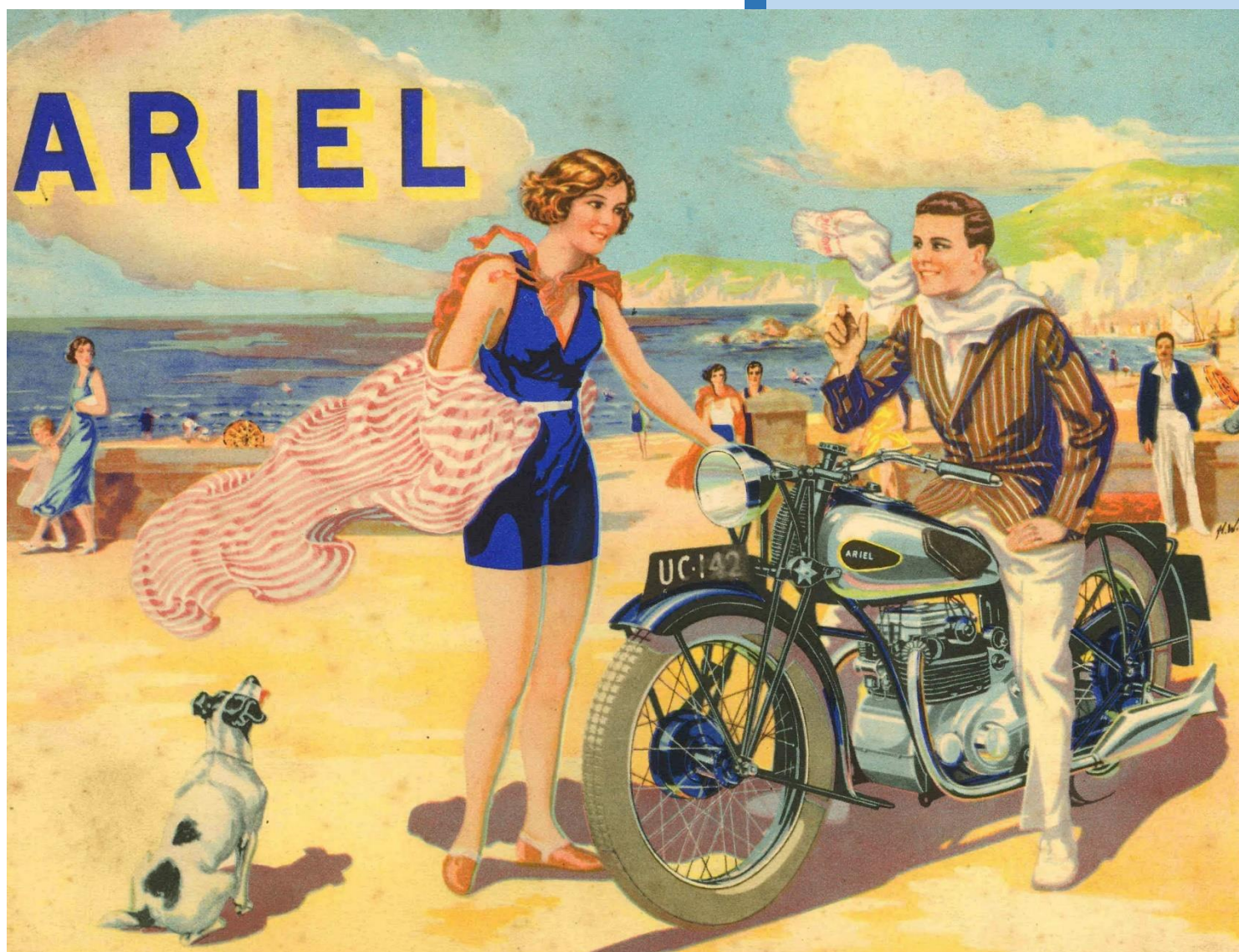




# Ariel 4F6 1932 model



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English translation by Slovak Ariel Club



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After reviewing the dispatch records related to this motorcycle model, I present the following information including number of motorcycles produced, countries they were delivered to and custom made equipment added on the motorcycles.

## Production:

Motorcycles produced overall: **1059**

Engine numbers from **T101 to T1174**

The engine numbers not used in motorcycle production:

<b>T106</b>	<b>T169</b>	<b>T237</b>	<b>T251</b>	<b>T373</b>
<b>T374</b>	<b>T375</b>	<b>T376</b>	<b>T378</b>	<b>T379</b>
<b>T452</b>	<b>T790</b>	<b>T1095</b>	<b>T1121</b>	<b>T1168</b>

## Dispatch data:

First motorcycle dispatched: **26. September 1931**

Last motorcycle dispatched: **9.November 1932**

The motorcycle produced under a number T101 was bought by Edward Turner – the design engineer of this motorcycle

## Incomplete and lost records:

There are 99 production numbers with incomplete records because of two missing pages in dispatch record book. In overall 60 motorcycle records miss the information about the customers who bought them. Below I state the data known excluding these 60 motorcycles.

**T364 – T396** – unknown frame number and configuration

**T397 – T429** – no data available

**T430 – T462** – only configuration known

## Countries of delivery:

Motorcycles were delivered to **35** countries overall.

**England 584 motorcycles**

**Rest of the world 415 motorcycles** (detailed information in the following chart)

## Biggest importers:

As obvious from the chart, the most of the motorcycles were exported to **Italy (54), Netherlands (52), Switzerland (38) and Czechoslovakia (34).**

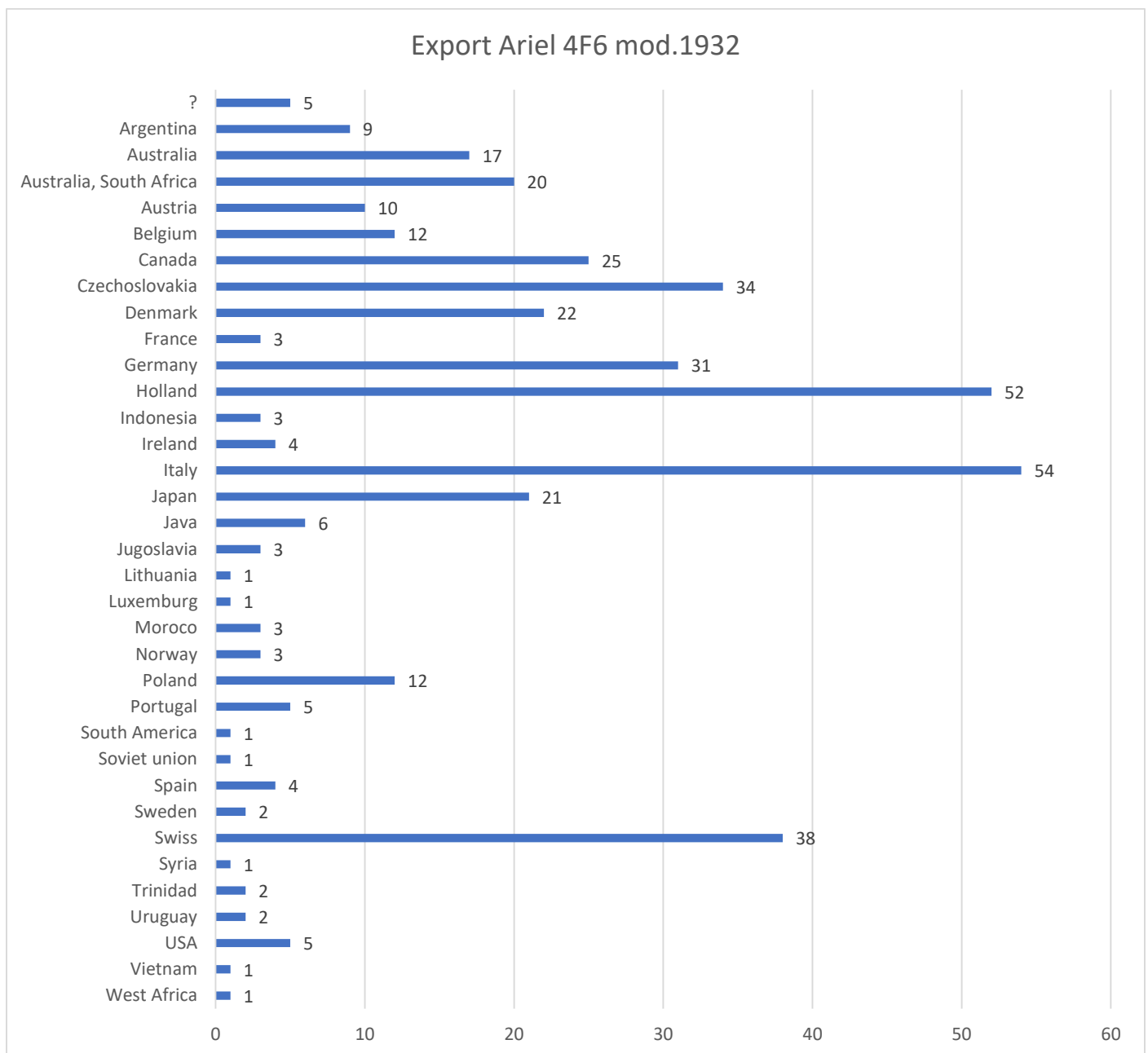
A significant number of motorcycles were then delivered to **Australia, New Zealand and South Africa (37).**

In these cases it is always about the big importers of these countries.

When talking about the motorcycles dispatched outside Europe, it is also necessary to also mention the deliveries to **Japan (21), Jawa (6), Indonesia (3) and also to Trinidad (2).**

And also one motorcycle was exported to **Soviet Union** what is very interesting.

In the following chart it is easy to see the numbers of motorcycles dispatched to all countries except England.



## Biggest importers

### Italy:

**Max Türkheimer & Co** – authorized Ariel importer and producer of Astra motorcycles

### Netherlands:

**Ariel Works Ltd Holland** – manufacturer branch, closed in the beginning of 1932

**R.S. Stokvis & Zonen** – this company took over the import of Ariel motorcycles. The company produced bicycles and imported various brands of motorcycles and automobiles.

### Switzerland:

**A.G. Titan, Zurich** – a big automobile, motorcycle and electronics importer, later also a producer of radios.

### Czechoslovakia:

**Štěpař, Hanák a spol.** – Ariel motorcycles importer from 1927dovoz

## Importers according to countries

Country of delivery and importers	Number of motorcycles
<b>Argentina</b>	<b>9</b>
Gregorio Turon Buenos Aires	7
Imperial chemical industry	1
Topping & Watson	1
<b>Australia</b>	<b>17</b>
Tozer Kemsley & Millbourn Ltd London	17
<b>Australia, South Africa</b>	<b>20</b>
Scholefield Goodman & Sons Ltd	20
<b>Austria</b>	<b>10</b>
A.Weiniger & Co. Vienna	10
<b>Belgium</b>	<b>12</b>
Gideon Meyer, Brussels	12
<b>Canada</b>	<b>25</b>
Brown & Winter Ltd. Winipeg	6
Millers Motorcycle Co. Ltd Québec	6
Overseas motors Ltd	13
<b>Czechoslovakia</b>	<b>34</b>
Stepar Hanak & Co. Prague	34
<b>Denmark</b>	<b>22</b>
Isidor Meyer Copenhagen	22
<b>France</b>	<b>3</b>
Leon Vache Marseille	3
<b>Germany</b>	<b>31</b>
Friedrich Brunolte	1
Herman Koch	3
J.A. Woodhouse Köln	10
Kaspar Haberl Munchen	8
Klaus Henning	1
Max Ebert	3
Mxx Frafay	1
Richard Gutjahr	2
Rudolf WoXXX	1
Trafrag	1
<b>Netherlands</b>	<b>52</b>
Ariel Works Ltd Holland	18
R.S. Stokvis & Zonen	34
<b>Indonesia</b>	<b>3</b>
BAN HONG LIONG & CO Celebes	3
<b>Ireland</b>	<b>4</b>
Mc Intyre Bros. Belfast	4
<b>Italy</b>	<b>54</b>
Max Türkheimer & Co	54
<b>Japan</b>	<b>21</b>
A.W. Apcar & Co. Yokohama	20
Mr. Ska Lokuhini Formosa	1
<b>Java</b>	<b>6</b>
Bhin Ho & Co. Sumatra	1
Hascotte Trading Co.	4
Zya Keh Thoen	1

Country of delivery and importers	Number of motorcycles
<b>Jugoslavia</b>	<b>3</b>
L.M. Zoscher Zagreb	2
Mr. Fischer	1
<b>Lithuania</b>	<b>1</b>
Max Stern	1
<b>Luxemburg</b>	<b>1</b>
Mr. E. Aerts	1
<b>Moroco</b>	<b>3</b>
J. Descloux, G.Bouloch	3
<b>Norway</b>	<b>3</b>
Gran Henriksen Oslo	3
<b>Poland</b>	<b>12</b>
Alfons Meister Lodž	5
Autosport Krakow	1
Hans Rohr Danzig	3
M. Smuda Katowice	2
Stanislaw Homan	1
<b>Portugal</b>	<b>5</b>
J.J. Goncalves Sucres	5
<b>South America</b>	<b>1</b>
Rabone Petersen & Co.	1
<b>Soviet union</b>	<b>1</b>
Arcos Ltd.	1
<b>Spain</b>	<b>4</b>
J. Sanchez Barcelona	4
<b>Sweden</b>	<b>2</b>
A.Wiklunds	2
<b>Swiss</b>	<b>38</b>
A.G. Titan Zurich	38
<b>Syria</b>	<b>1</b>
Nagib Baki	1
<b>Trinidad</b>	<b>2</b>
Rahamut Auto & Cycle supply Co.	2
<b>Uruguay</b>	<b>2</b>
R. Staricco & Cia	2
<b>USA</b>	<b>5</b>
Emil Metzler	1
John E Socke California	1
Keep Brothers Ltd. Birmingham	1
Koch bros. Ltd Birmingham	1
Otto x Ling & Son New York	1
<b>Vietnam</b>	<b>1</b>
Comptour De Dakao Saigon	1
<b>West Africa</b>	<b>1</b>
United Africa Co. Ltd	1

## Custom made accessories and equipment

Another interesting chapter about the production was a possibility of custom made modifications and available accessories of the motorcycles.

Among the most common accessories that are often to be seen on many motorcycles were:

Wider front fender,  
Luggage rack,  
Tandem (double) seat,  
Smiths 8 day clock.

Non standard but widely used customization:

Use of 1931 model handle bars – 134 motorcycles what altogether makes almost 13% of produced bikes.  
Foot operated gearbox instead of hand operated one – 64 motorcycles, 6% of the total production.

Very non standard customization:

Foot operated rear brake moved to the right side (1931 model standard) – 10 motorcycles  
1931 model fuel tank – 2 motorcycles  
Various colour variations.  
All available data about the custom made modifications within the production:

Special equipment	Number of motorcycles	Special equipment	Number of motorcycles
<b>1931 model handlebars</b>	<b>134</b>	<b>1931 model fuel tank</b>	<b>2</b>
Denmark	17	England	2
England	65	<b>Chrome+red tank and rims</b>	<b>2</b>
France	2	England	1
Germany	3	Vietnam	1
Netherlands	43	<b>Chrome+black tank, chrome+red rims</b>	<b>2</b>
?	4	England	1
<b>Foot operated gearbox</b>	<b>64</b>	Spain	1
Canada	1	<b>Black tank and handle bars (no chrome)</b>	<b>1</b>
England	49	?	1
France	1	<b>Black tank (no chrome)</b>	<b>2</b>
Germany	2	England	2
Italy	1	<b>Foot operated brake on right side</b>	<b>10</b>
Spain	3	England	5
USA	1	Germany	2
Belgium	1	Australia	1
Netherlands	1	Netherlands	1
?	4	?	1