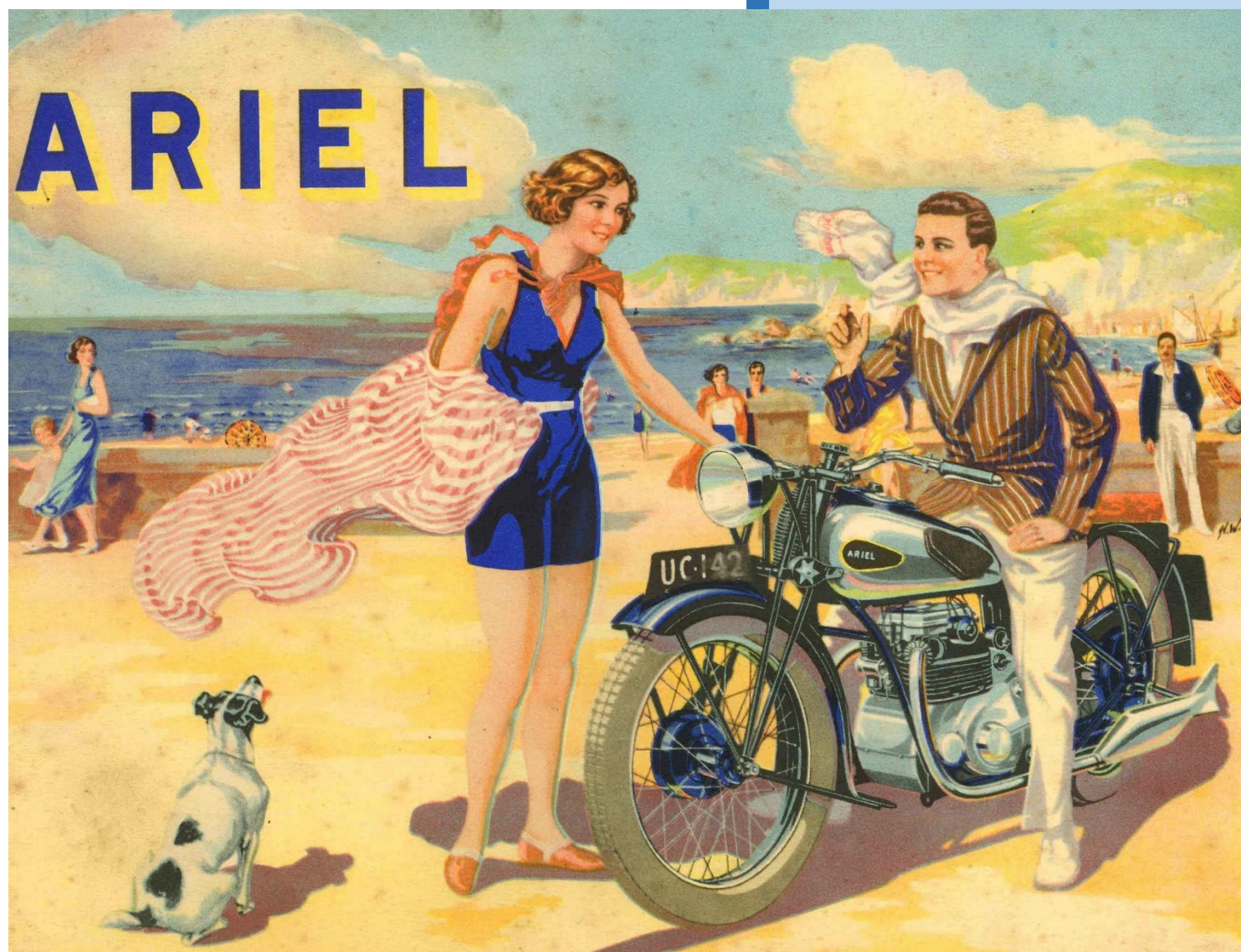




Ariel 4F6 1932 model



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Český Ariel klub

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English translation by Slovak Ariel Club

Ariel 4F6 1932 model

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:

T106	T169	T237	T251	T373
T374	T375	T376	T378	T379
T452	T790	T1095	T1121	T1168

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)**.

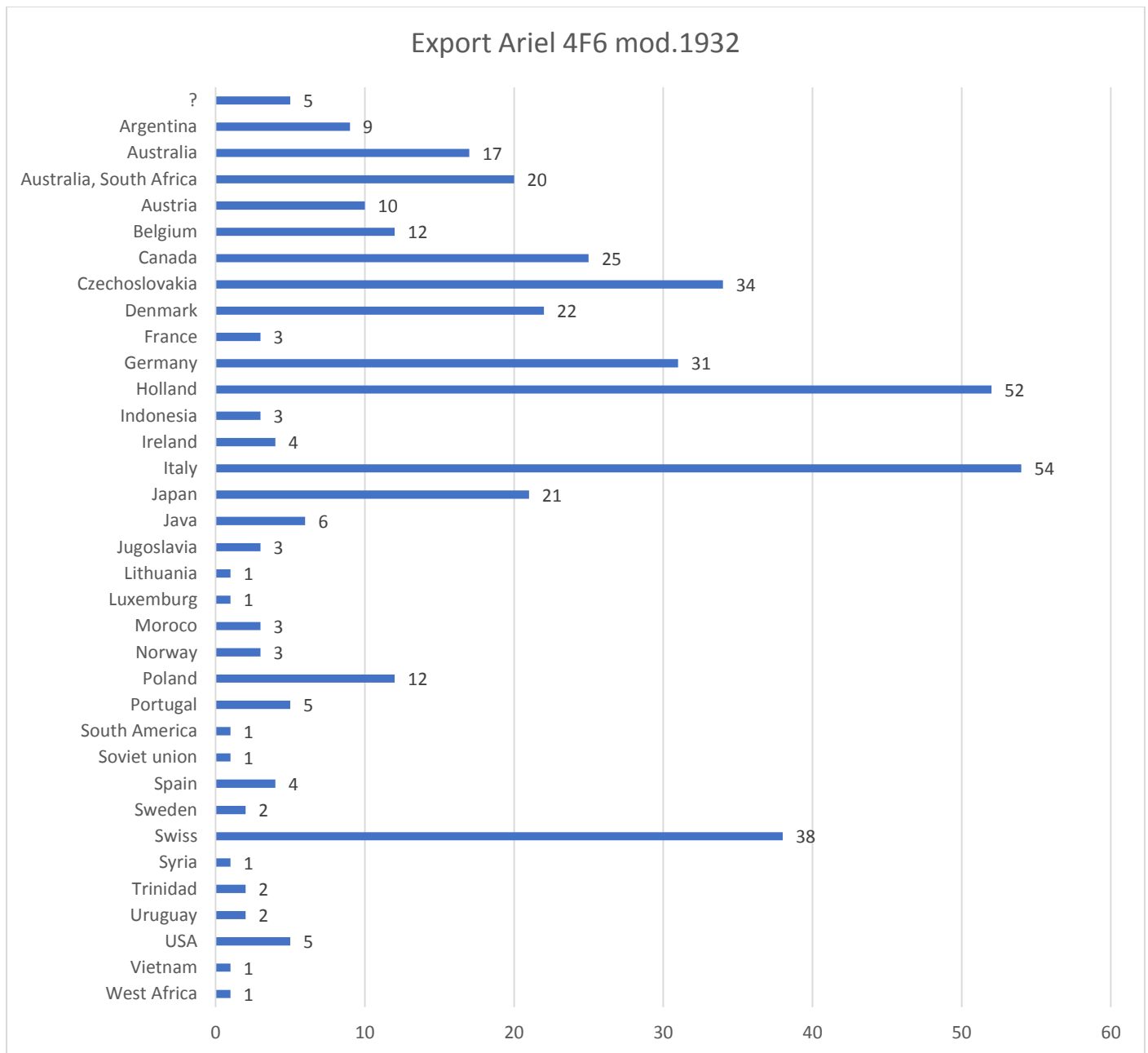
A significant number of motorcycles were then delivered to **Australia, New Zealand and South Africa (37)**.

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), Java (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 Netherlands – 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 1927

Importers according to countries

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

Country of delivery and importers	Number of motorcycles
Jugoslavia	3
L.M. Zoscher Zagreb	2
Em Fischer Zagreb	1
Lithuania	1
Max Stern	1
Luxemburg	1
Mr. E. Aerts	1
Moroco	3
J. Descloux, G.Bouloch	3
Norway	3
Gran Henriksen Oslo	3
Poland	12
Alfons Meister Lodž	5
Autosport Krakow	1
Hans Rochr Danzig	3
M. Smuda Katowice	2
Stanislaw Homan	1
Portugal	5
J.J. Goncalves Suces	5
South America	1
Rabone Petersen & Co.	1
Soviet union	1
Arcos Ltd.	1
Spain	4
J. Sanchez Barcelona	4
Sweden	2
A.Wiklund AB	2
Switzerland	38
A.G. Titan Zurich	38
Syria	1
Nagib Bahir	1
Trinidad	2
Rahamut Auto & Cycle supply Co.	2
Uruguay	2
R. Staricco & Cia	2
USA	5
Emil Metzler	1
John E Socke California	1
Keep Brothers Ltd. Birmingham	1
Koch bros. Ltd Birmingham	1
Otto C. Ling & Son New York	1
Vietnam	1
Comptour De Dakao Saigon	1
West Africa	1
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
1931 model handlebars	134	1931 model fuel tank	2
Denmark	17	England	2
England	65	Chrome+red tank and rims	2
France	2	England	1
Germany	3	Vietnam	1
Netherlands	43	Chrome+black tank, chrome+red rims	2
?	4	England	1
Foot operated gearbox	64	Spain	1
Canada	1	Black tank and handle bars (no chrome)	1
England	49	?	1
France	1	Black tank (no chrome)	2
Germany	2	England	2
Italy	1	Foot operated brake on right side	10
Spain	3	England	5
USA	1	Germany	2
Belgium	1	Australia	1
Netherlands	1	Netherlands	1
?	4	?	1