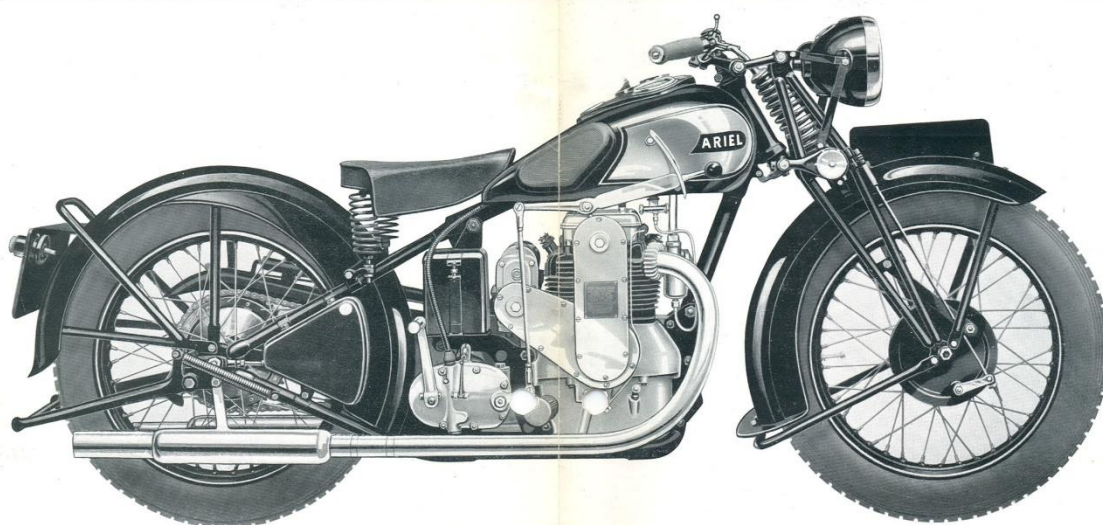




# Production & dispatch Ariel 4F5 and 4F6 1933 model

THE MODERN **ARIEL** MOTOR CYCLE



THE "SQUARE FOUR"

MODEL 4F - - £72 - 10 - 0

Veselý, Milan

Český Ariel klub

30.1.2024



# Ariel 4F5 1933 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: **4**

Engine numbers from **TA101 to TA104**

## Dispatch data

First motorcycle dispatched: **31. March 1933**

Last motorcycle dispatched: **9. June 1933**

## Countries of delivery

Netherlands - **R.S. Stokvis & Zonen** - **2pcs** - 1pc with foot gear change and special design

Italy - **Max Türkheimer & Co** - **2 pcs** - red colour and Red Hunter style

# Ariel 4F6 1933 model

## Production

Motorcycles produced overall: **332**

Engine numbers from **TA97 to TA440**

These engine numbers were not used to build the motorcycle: Total **8pcs**

<b>TA98</b>	<b>TA100</b>	<b>TA145</b>	<b>TA157</b>
<b>TA264</b>	<b>TA339</b>	<b>TA411</b>	<b>TA439</b>

## Manufactured as 4F5 and 4F6

**TA102** and **TA103** (2x engine with same serial number but different engine displacement)

## Supplied as motor only

**TA384**

## Delivered as model 1934

**TA436, TA437, TA438** - delivered to Australia, red painted and styled as Red Hunter

## Dispatch data

First motorcycle dispatched: **6. December 1932**

Last motorcycle dispatched: **30. March 1934**

## Countries of delivery

Motorcycles were delivered to **26** countries overall.

**England 146 motorcycles**

**Rest of the world 186 motorcycles** (detailed information in the following chart)

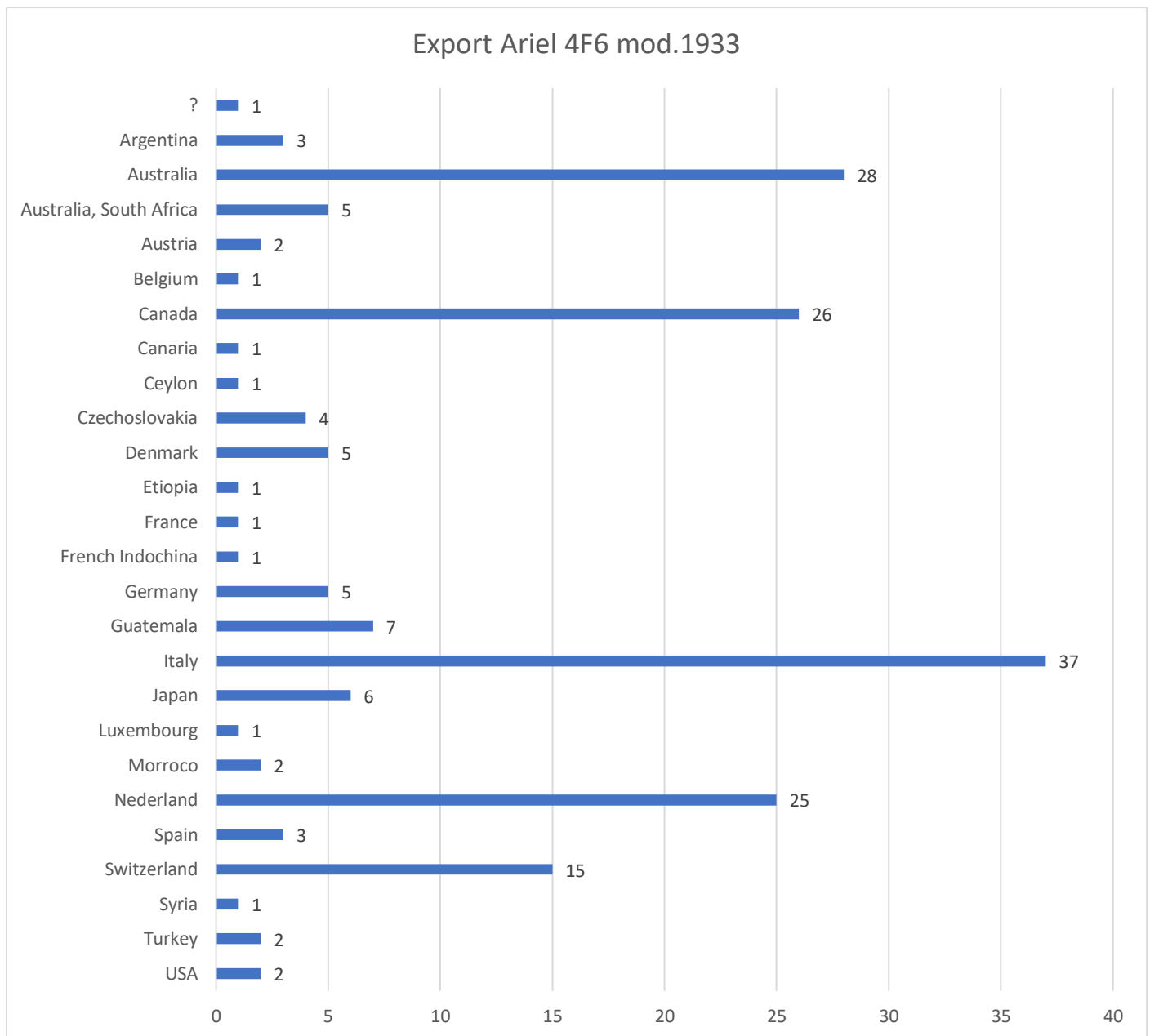
## Countries with the highest imports

As obvious from the chart, the most of the motorcycles were exported to **Italy (37pcs), Australia (28pcs), Canada (26pcs) Netherlands (25pcs)**

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

From exotic locations, it is necessary to mention deliveries to **Guatemala (7ks), Japan (6ks), Argentina (3ks)**

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

### Australia

**Tozer Kemsley & Millbourn Ltd London** – Established 1899, focusing on exports. Mainly to Australia in the 1930s

### Canada

**Brown & Winter Ltd. Winipeg** - importer of automobiles and motorcycles, representative of Harley-Davidson

## Importers according to countries

Country of delivery and importers	Number of motorcycles	Country of delivery and importers	Number of motorcycles
<b>?</b>	<b>1</b>	<b>French Indochina</b>	<b>1</b>
Oakes Roncoroni	1	Comptoir de Da kao	1
<b>Argentina</b>	<b>3</b>	<b>Germany</b>	<b>5</b>
Gregorio Turon Buenos Aires	1	Friedrich Brunotte	1
Imperial chemical industry	2	J.A. Woodhouse Köln	2
<b>Australia</b>	<b>28</b>	Kaspar Haberl Munchen	1
Tozer Kemsley & Millbourn Ltd London	28	Richard Gutjahr	1
<b>Australia, South Africa</b>	<b>5</b>	<b>Guatemala</b>	<b>7</b>
Scholefield Goodman & Sons Ltd	5	Sánchez Latour	7
<b>Austria</b>	<b>2</b>	<b>Italy</b>	<b>37</b>
A.Weiniger & Co. Vienna	2	Max Türkheimer & Co	37
<b>Belgium</b>	<b>1</b>	<b>Japan</b>	<b>6</b>
Gideon Meyer, Brussels	1	A.W. Apcar & Co. Yokohama	6
<b>Canada</b>	<b>26</b>	<b>Luxembourg</b>	<b>1</b>
Brown & Winter Ltd. Winipeg	13	Edmund Aerts	1
Millers Motorcycle Co. Ltd Québec	1	<b>Morocco</b>	<b>2</b>
Walter Andrews Ltd	10	J. Desclo, G.Bouloch	2
H B Co. Montreal	2	<b>Nederland</b>	<b>25</b>
<b>Canaria</b>	<b>1</b>	R.S. Stokvis & Zonen	25
Jose Marias Avarez	1	<b>Spain</b>	<b>3</b>
<b>Ceylon</b>	<b>1</b>	J. Sanchez Barcelona	3
Brown & Co	1	<b>Switzerland</b>	<b>15</b>
<b>Czechoslovakia</b>	<b>4</b>	A.G. Titan Zurich	15
Stepar Hanak & Co. Prague	4	<b>Syria</b>	<b>1</b>
<b>Denmark</b>	<b>5</b>	Nagib Baki	1
Isidor Meyer Copenhagen	5	<b>Turkey</b>	<b>2</b>
<b>Etiopia</b>	<b>1</b>	Compose de L' Acecyclone	2
Frères Krob	1	<b>USA</b>	<b>2</b>
<b>France</b>	<b>1</b>	Keep Brothers Ltd. Birmingham	1
Leon Vache Marseille	1	Wingate & Johnston Ltd	1

## Max Türkheimer & Co- import of unassembled motorcycles

Model year **1933** imported a total of **37** units to Italy, but only **7** of them as complete machines. This was between **16.12.1932** and **23.3.1933**

The remaining **30** units were delivered as an unassembled motorcycle. No serial numbers of frames or accessories are given.

## Custom made accessories and equipment

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

Common accessories that appear on a large number of motorcycles include:

Luggage rack  
Smiths 8 day clock  
Tandem (double) seat

Non standard but widely used customization:

Exhaust assembly model 1932 (fish tail) - **24** motorcycles which is over 7 % of production.  
Foot operated gearbox instead of hand operated one – 41pcs which is more than 12% of production.

Very non standard customization:

Foot brake levered to the left side (standard on all models except 1931) – **10pcs**  
Tank in red (like Red Hunter) - **5pcs**  
Harley type handlebars (wide and high) - **11pcs** (for Canada)  
Special Terry Dominion saddle – **3pcs**  
Large head light with switch and ammeter on instrument panel – **1pc**