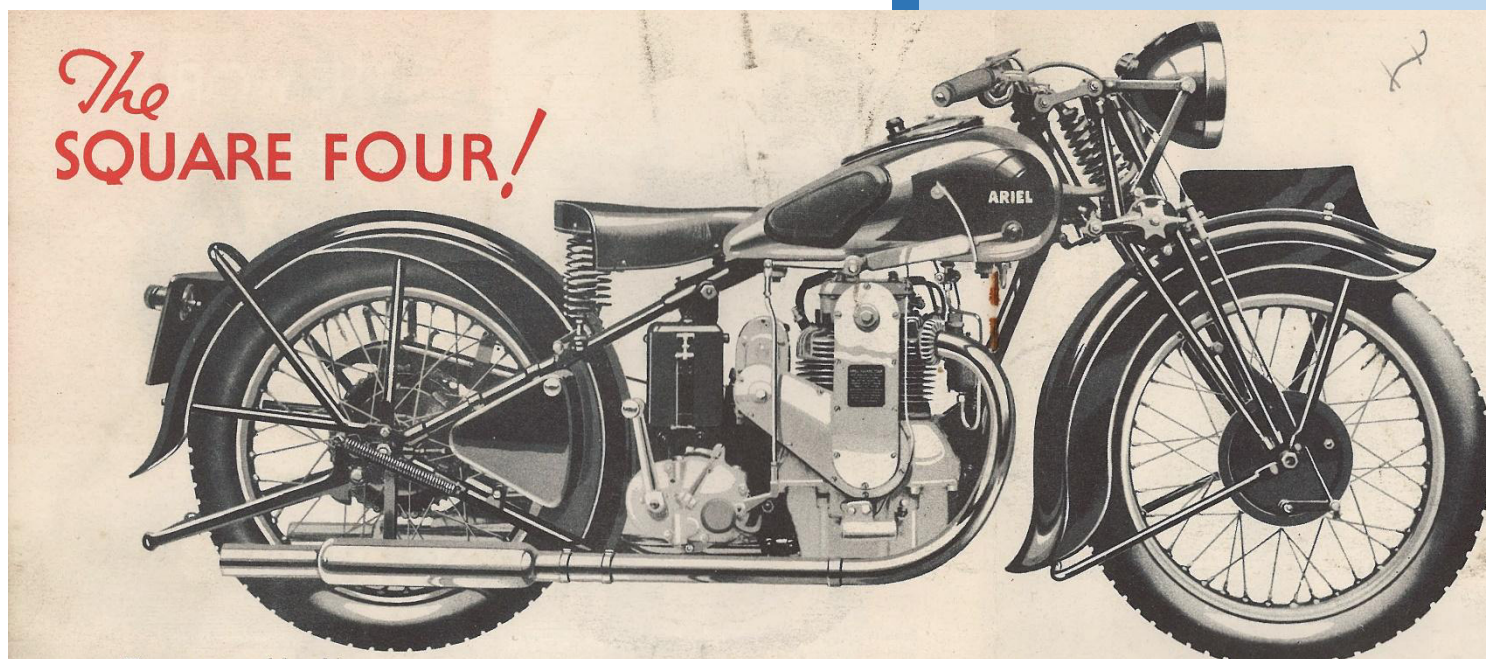




# Production & dispatch Ariel 4F6 1934 model



Veselý, Milan

Czech Ariel klub

12.8.2025



# Ariel 4F6 model 1934

The 1934 model year brought many design changes over the 1933 model.

I list them below and they are certainly not complete:

- ✓ Redesigned cylinder head, reduced spark plug threads now M14 instead of M18.
- ✓ New type of front fork made of tapered tubes. New mainspring and lower control arms.
- ✓ Fenders new shape, with centre moulding.
- ✓ Handlebars mounted in rubber silenblocks and height adjustable.
- ✓ Side-moulded tank with enamel plate with ARIEL inscription.

## Production

Total production: **415 pieces**

From engine number: **UA101 - UA523**

These engine numbers **were not** used to manufacture the motorcycle (8pcs):

<b>UA 170</b>	<b>UA 179</b>	<b>UA 182</b>	<b>UA 234</b>
<b>UA 236</b>	<b>UA 264</b>	<b>UA 375</b>	<b>UA 392</b>

## Motor used as spare

**UA523 20.5.1935 was replaced by engine UA261**

## Delivered as model 1935

**UA520** - delivery to Australia

## Date of shipment

First unit shipped: **23.11.1933**

Last unit shipped: **1.11.1934**

## Country of shipment

Total shipped to **26** countries

**England 219 pieces**

**Rest of the world 196 pieces** (distribution shown in chart)

## Countries with the highest imports

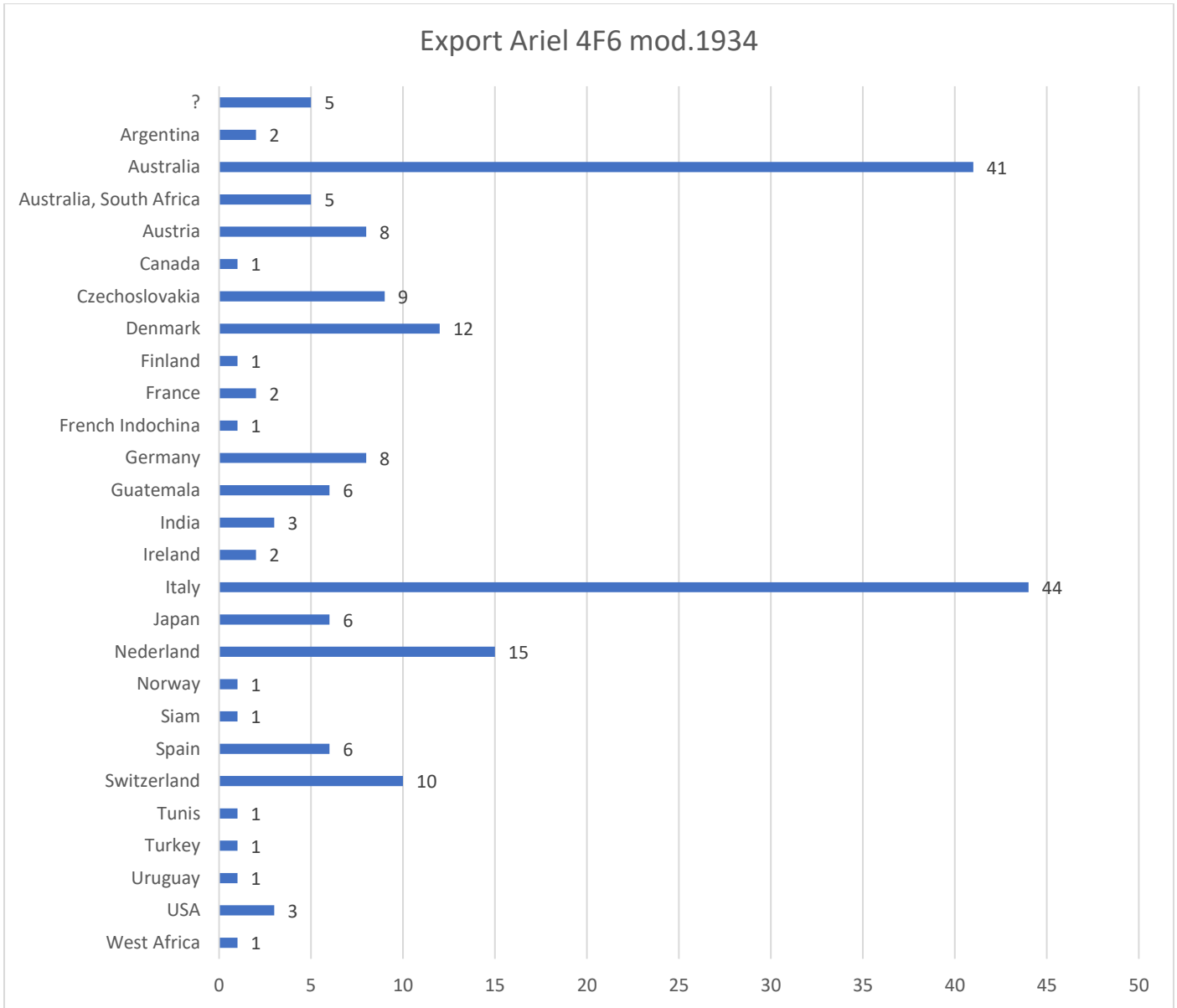
As can be seen, most motorcycles were shipped to **Italy (44pcs)**, **Australia (41pcs)**, **Netherlands (15pcs)**, **Denmark (12pcs)**

So 10% of production was exported to Italy and another 10% to Australia

Among the non-European locations, we should mention the deliveries to **Guatemala (6pcs)**, **Japan (6pcs)**, **India (3pcs)**

**9 pcs** were imported to Czechoslovakia

On the next page you have a chart including the number of motorcycles shipped to each country outside England.



## The largest importers

### Italy

**Max Türkheimer & Co** - authorised importer of Ariel and manufacturer of Astra motorcycles based in Milan

### Australia

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

### Netherlands

**R.S. Stokvis & Zonen** -bicycle manufacturing company and importing various brands of motorcycles and cars

## Individual importers by country

Countries of delivery and importers	Number
?	5
A.R.P. Nisbet	5
<b>Argentina</b>	<b>2</b>
Gregorio Turon Buenos Aires	2
<b>Australia</b>	<b>41</b>
Tozer Kemsley & Millbourn Ltd London	41
<b>Australia, South Africa</b>	<b>5</b>
Scholefield Goodman & Sons Ltd	5
<b>Austria</b>	<b>8</b>
A.Weiniger & Co. Vienna	8
<b>Canada</b>	<b>1</b>
H B Co. Montreal	1
<b>Czechoslovakia</b>	<b>9</b>
Stepar Hanak & Co. Prague	9
<b>Denmark</b>	<b>12</b>
Isidor Meyer Copenhagen	12
<b>Finland</b>	<b>1</b>
Rabone Petersen & Co.	1
<b>France</b>	<b>2</b>
Leon Vache Marseille	2
<b>French Indochina</b>	<b>1</b>
Comptoir de Dacao	1
<b>Germany</b>	<b>8</b>
Friedrich Brunotte	3
J.A. Woodhouse Cologne	1
Kaspar Haberl Munchen	3
Emil Meityler Saarbrücken	1
<b>Guatemala</b>	<b>6</b>
Sánchez Latour	6

Countries of delivery and importers	Number
<b>India</b>	<b>3</b>
Hales Brothers	3
<b>Ireland</b>	<b>2</b>
Mulligans Ltd Limerick	1
Lindsay and sons	1
<b>Italy</b>	<b>44</b>
Max Türkheimer & Co	44
<b>Japan</b>	<b>6</b>
A.W. Apcar & Co. Yokohama	6
<b>Nederland</b>	<b>15</b>
R.S. Stokvis & Zonen	15
<b>Norway</b>	<b>1</b>
Erling Gran Henriksen Oslo	1
<b>Siam</b>	<b>1</b>
Thonburi Phanich Co	1
<b>Spain</b>	<b>6</b>
J. Sanchez Barcelona	6
<b>Switzerland</b>	<b>10</b>
Titan A.G. Zurich	10
<b>Tunis</b>	<b>1</b>
Palais de la moto	1
<b>Turkey</b>	<b>1</b>
Comptoir de L'acétylène Istanbul	1
<b>Uruguay</b>	<b>1</b>
Ernesto Surgay	1
<b>USA</b>	<b>3</b>
Keep Brothers Ltd. Birmingham	2
Alfred Field & Co	1
<b>West Africa</b>	<b>1</b>
Paterson Zochonis & Co. Ltd.	1

## Max Türkheimer & Co- import of unassembled motorcycles

Model year **1934** imported a total of **44 units** to Italy, **31** of which were imported as complete machines.

The remaining **13 units** were delivered as an unassembled motorcycle. No serial numbers of frames or accessories are given.

## Custom equipment

Another interesting chapter of the production, was the high level of possible custom modifications and accessories on the motorcycles.

Common accessories include:

Name	Quantity (Qty)	Of production (%)
Foot shifters	<b>191</b>	46
Sponge	<b>140</b>	34
Carrier	<b>84</b>	20
8.day watch Smiths	<b>48</b>	12
Tank and rims in red (like Red Hunter)	<b>38</b>	9
Exhaust assembly model 1932 (fishtail)	<b>32</b>	8
Wide front fender	<b>22</b>	5
Stronger front fork spring	<b>18</b>	4

Non-standard finish:

Name	Quantity (KS)	Country of dispatch
Gasoline filter	<b>9</b>	Austria, Germany
Royal enfield handlebars	<b>5</b>	Guatemala
Large diameter front light	<b>5</b>	Italy, Denmark
Longer headlight handles	<b>5</b>	Denmark
Show model (show finish)	<b>3</b>	England, Tunis
Without holes in the front fender for the mark	<b>3</b>	Denmark
Black tank without chrome	<b>2</b>	England
Black rims without chrome	<b>1</b>	England
Clutch foot control	<b>1</b>	France
Foot and manual shifting	<b>1</b>	England

The table above clearly shows that nearly half of all machines had foot shifting and more than a third were fitted with a horn. Furthermore, almost one in ten motorcycles was painted Red Hunter.