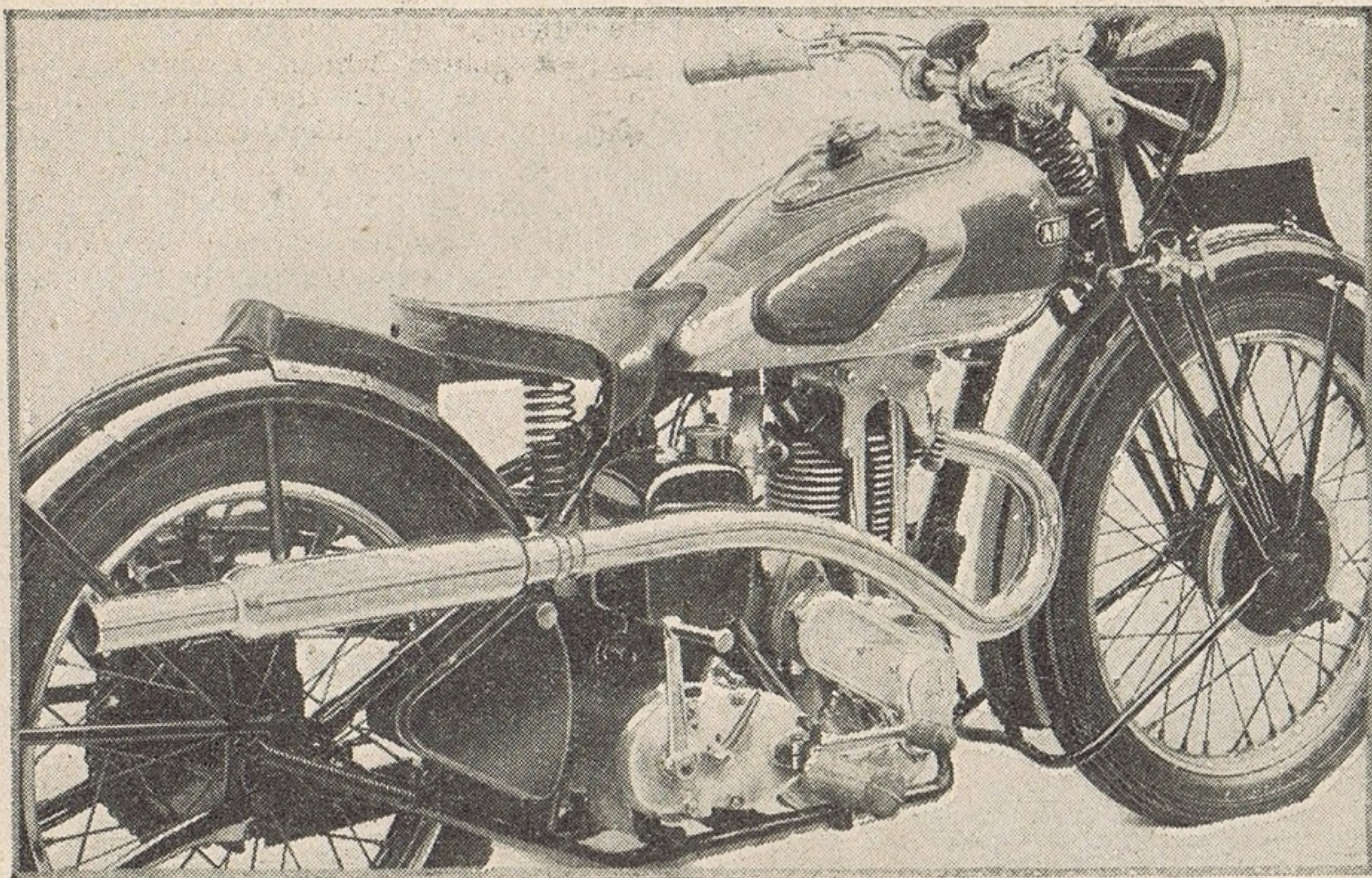


ARIEL

Refinement of Detail Throughout a Wide Range: Rubber-cushioned Handlebars: Speedy "Red Hunters": A Famous Four-cylinder

STAND 86



A good-looking, sturdy super-sports mount; the 497 c.c. Ariel "Red Hunter"

ARIEL MOTORS (J. S.), LTD., Selly Oak, Birmingham.

MODEL LF3.—249 c.c.; single-cyl. o.h.v. Ariel; sump lubrication; magneto ignition; enclosed primary chain; 3-speed gear with hand control; fuel, 2½ gals; 26×3in. tyres. Price with electric lighting (solo), £47 5s.

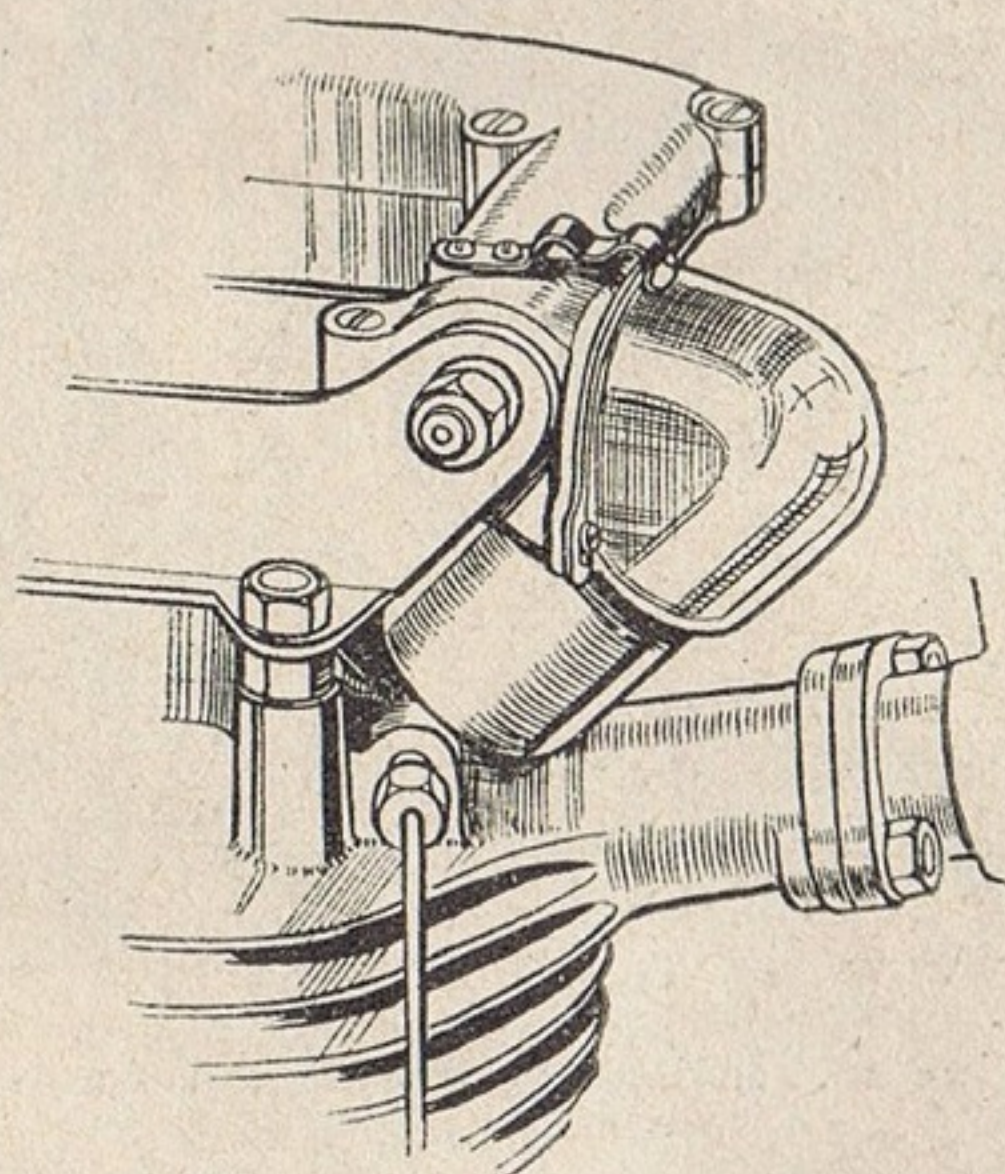
IN view of the makers' policy of refinement, it is only to be expected that the display on the Ariel stand is provoking the admiration of Show visitors.

The range extends from machines of 250 c.c. to the well-known 600 c.c. four, and all closely resemble one another except for engine details.

For 1934 the o.h.v. 249 c.c. Model LF3 (specified above) has a down-draught carburettor and fully enclosed valve gear,

which is readily accessible. The cylinder head and barrel are deeply finned, while the whole power unit is housed in a heavy diamond-type frame.

One of the features—which is common to all models—is the handlebar insulated against road shocks and vibration by means of a patent rubber mounting. The



All the 1934 Ariels have their valves and valve gear completely enclosed. Note the detachable cover that shrouds the rocker end on the o.h.v. models

new black tank transfer, with a name-plate of vitreous enamel, is particularly attractive.

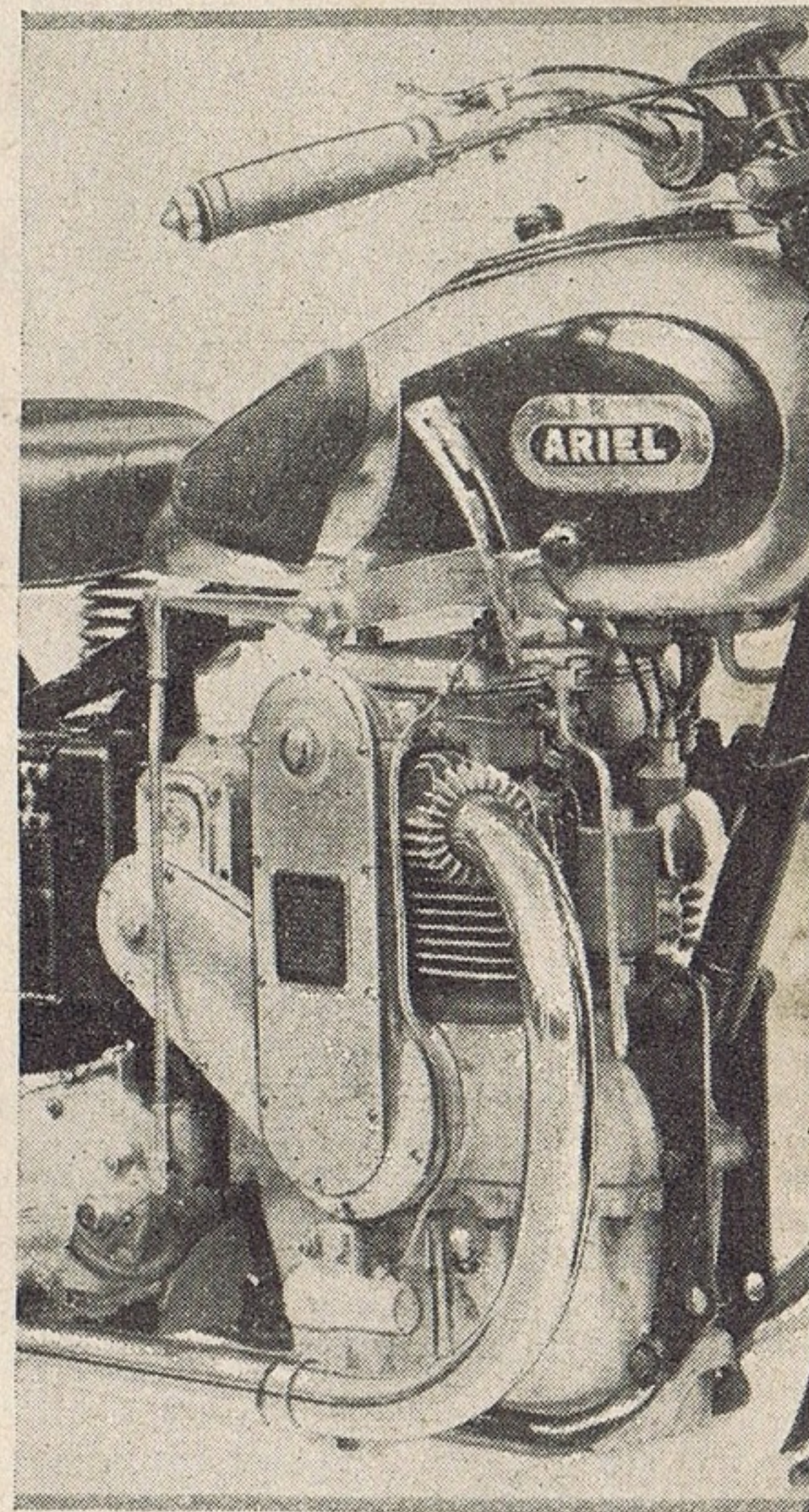
While this machine has two exhaust pipes of normal type, the "Red Hunter" 249 c.c. model has high-level pipes. The main difference between the two models is that the "Red Hunter" has a tuned engine.

Next in the range come the two 348 c.c. machines, the VF3 and the VH "Red Hunter," which, but for the engine size, closely resemble the smaller models.

VH "RED HUNTER" MODEL.—497 c.c.; single-cyl. o.h.v. Ariel; sump lubrication;

magneto ignition; oil-bath chain case; 4-speed gear with foot control; fuel, 3¼ gals.; 26×3 (front) and 26×3.25in. (rear) tyres. Price with electric lighting (solo), £63 5s.; sidecars from £18 10s.

One of the cleanest-looking models in the Show is the 497 c.c. "Red Hunter," for which is claimed a really high performance. The engine has a particularly thick cylinder base flange, and, internally, now has forged steel (instead of cast iron) flywheels; there are, too, the features previously mentioned, with the



Compactness is a feature of the overhead camshaft four-cylinder Ariel. The camshaft is chain driven

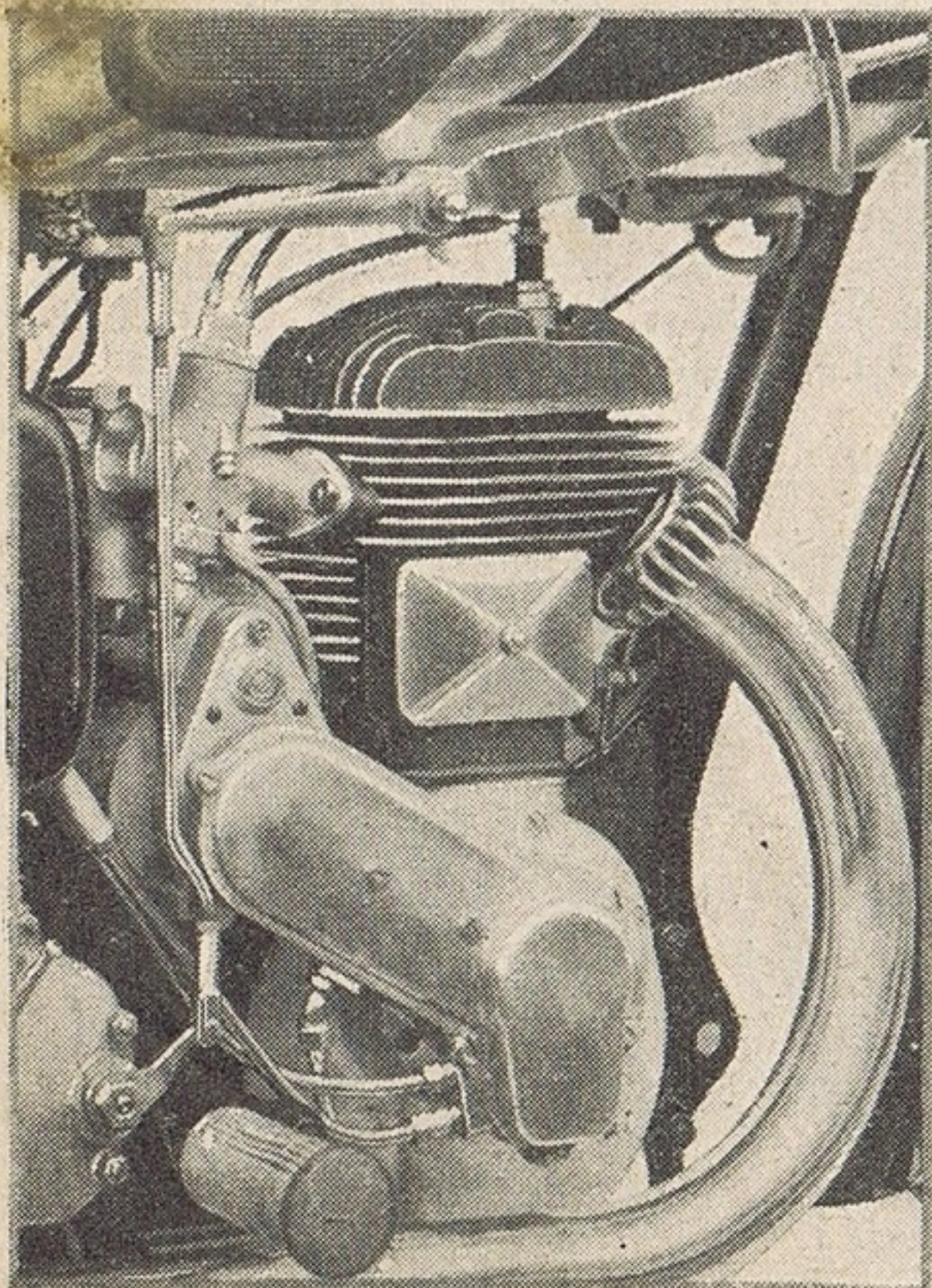
addition of an oil-bath chain case. The front forks have been redesigned and have tapering tubular blades and larger friction pads. As a finishing touch, the dust protectors on the brake drums are chromium.

The big side-valve 557 c.c. model is also on view with the various 1934 refinements. A detachable cylinder head and totally enclosed valves are features of this machine.

MODEL 4F/6.—597 c.c.; 4-cyl. o.h.c. Ariel; sump lubrication; magneto ignition; oil-bath chain case; 4-speed gear with hand control; fuel, 3¼ gals.; 26×3.25in. tyres. Price with electric lighting (solo), £78 5s.

The famous four-cylinder, centred in the stand and centre of interest, has all the latest Ariel improvements, and looks more handsome than ever.

An interesting new detail is the spring-loaded fabric oil filter accessibly mounted in a tubular cylinder under the camshaft chain case. This new feature will be noticed in the photograph above.



A down-swept inlet port is a feature of this 557 c.c. Ariel side-valve engine