

YEAR	MODELS											
1931	LB31 (249 cc SV)	L1F31 (249 cc OHV)	L2F31 (249 cc OHV twin Port)	MF31 (350 cc OHV)	SB31 (557 cc SV)	SF31 (499 cc OHV)	SG31 (499 cc OHV 4V)	VF31 (499 cc OHV)	VG31 (499 cc OHV 4V)	VB31 (557 cc SV)	4F31 (498 cc OHC)	
1932**	LB32 (249 cc SV)	MF32 (346 cc OHV twin port)	LF32 (249 cc OHV twin Port)	MB32 (346 cc SV)	SB32 (557 cc SV)	MH32 (346 cc ohv)	SG32 (499 cc OHV 4V)	VH32 (499 cc OHV 4V)	VG32 (499 cc OHV 4V)	VB32 (557 cc SV)	4F/5.32 (498 cc OHC)	4F/6.32 (601 cc OHC)
1933	LH (248 cc OHV)	LF (248 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	NF (346 cc OHV)	VF (499 cc OHV)	VA (557 cc SV)	VB (557 cc SV)			4F/5 (by order only)	4F/6 (601 cc OHC)
1934	LH (248 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	LF (248 cc OHV)	NF (346 cc OHV)	VA (557 cc SV)	VB (557 cc SV)		VG (499 cc OHV)			4F/6 (601 cc OHC)
1935	LH (248 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	LF (248 cc OHV)	NF (346 cc OHV)	VA (557 cc SV)	VB (557 cc SV)		VG (497 cc OHV)			4F/6 (601 cc OHC)
1936	LH (248 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	LG (248 cc OHV)	NG (346 cc OHV)		VB (598cc SV)		VG (497 cc OHV)			4F/6 (601 cc OHC)
1937	LH (248 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	LG (248 cc OHV)	NG (346 cc OHV)		VB (598cc SV)		VG (497 cc OHV)		4G (995 cc OHV)	4F (600 cc OHV)
1938	LH (248 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	LG (248 cc OHV)	NG (346 cc OHV)		VB (598cc SV)		VG (497 cc OHV)		4G (995 cc OHV)	
1939	OH (248 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	OG (248 cc OHV)	NG (346 cc OHV)	VA (499 cc SV)	VB (598cc SV)		VG (497 cc OHV)	4H (995 cc OHV)	4G (995 cc OHV)	4F (600 cc OHV)
1940	OH (248 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	OG (248 cc OHV)	NG (346 cc OHV)	VA (499 cc SV)	VB (598cc SV)		VG (497 cc OHV)		4G (995 cc OHV)	4F (600 cc OHV)
1941	W/NG (350 cc Military)											
1942	W/NG (350 cc Military)											
1943	W/NG (350 cc Military)											
1944	W/NG (350 cc Military)											
1945	W/NG (350 cc Military)											
1946		NH (346 cc OHV)	VH (499 cc OHV)		NG (346 cc OHV)		VB (598cc SV)		VG (497 cc OHV)		4G (995 cc OHV)	
1947		NH (346 cc OHV)	VH (499 cc OHV)		NG (346 cc OHV)		VB (598cc SV)		VG (497 cc OHV)		4G (995 cc OHV)	
1948		NH (346 cc OHV)	VH (499 cc OHV)	KG (499 cc Twin)	NG (346 cc OHV)	KH (499 cc Twin)	VB (598cc SV)		VG (497 cc OHV)		4G (995 cc OHV)	
1949		NH (346 cc OHV)	VH (499 cc OHV)	KG (499 cc Twin)	NG (346 cc OHV)	KH (499 cc Twin)	VB (598cc SV)		VG (497 cc OHV)		4G MK1* (995 cc OHV)	
1950		NH (346 cc OHV)	VH (499 cc OHV)	KG (499 cc Twin)	NG (346 cc OHV)	KH (499 cc Twin)	VB (598cc SV)	VCH (499 cc OHV)	VG (497 cc OHV)		4G MK1* (995 cc OHV)	
1951		NH (346 cc OHV)	VH (499 cc OHV)	KG (499 cc Twin)		KH (499 cc Twin)	VB (598cc SV)	VCH (499 cc OHV)			4G MK1* (995 cc OHV)	
1952		NH (346 cc OHV)	VH (499 cc OHV)	VHA (499 cc OHV)		KH (499 cc Twin)	VB (598cc SV)	VCH (499 cc OHV)			4G MK1* (995 cc OHV)	
1953	KHA (499 cc Twin OHV)	NH (346 cc OHV)	VH (499 cc OHV)	VHA (499 cc OHV)		KH (499 cc Twin)	VB (598cc SV)				4G MK1 (995 cc OHV)	4G MK2 (995 cc OHV)
1954	LH (200 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	HS Srcambles (499 cc OHV)	HT Trials (499 cc OHV)	KH (499 cc Twin)	VB (598cc SV)			FH (647cc Twin OHV)		4G MK2 (995 cc OHV)
1955	LH (200 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	HS Srcambles (499 cc OHV)	HT Trials (499 cc OHV)	KH (499 cc Twin)	VB (598cc SV)			FH (647cc Twin OHV)		4G MK2 (995 cc OHV)
1956	LH (200 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	HS Srcambles (499 cc OHV)	HT Trials (499 cc OHV)	KH (499 cc Twin)	VB (598cc SV)			FH (647cc Twin OHV)		4G MK2 (995 cc OHV)
1957	LH (200 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	HS Srcambles (499 cc OHV)	HTS (499 cc OHV)	KH (499 cc Twin)	VB (598cc SV)	HT3 (346 cc OHV)		FH (647cc Twin OHV)		4G MK2 (995 cc OHV)
1958	LH (200 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	HS Srcambles (499 cc OHV)	HTS (499 cc OHV)	LEADER	VB (598cc SV)	HT3 (346 cc OHV)		FH (647cc Twin OHV)	HC8 Cyclone (647 cc)	4G MK2 (995 cc OHV)
1959	LH (200 cc OHV)	NH (346 cc OHV)	VH (499 cc OHV)	HS Srcambles (499 cc OHV)	HTS (499 cc OHV)	LEADER	VB (598cc SV)	HT3 (346 cc OHV)		FH (647cc Twin OHV)	HC8 Cyclone (647 cc)	4G MK2 (995 cc OHV)
1960					ARROW	LEADER						
1961					ARROW	LEADER						
1962					ARROW	LEADER						
1963					ARROW	LEADER						
1964		Pixie (50 cc)		ARROW 200		ARROW	LEADER					
1965		Pixie (50 cc)		ARROW 200		ARROW	LEADER					
1970	Model 3											
1952 on, 500 cc Twin = Fieldmaster. Listed only by base model are LF3/NF3/VA3/VF3 = 3 speed; LF4/NF4/VA4/VF4 = 4 speed					Red Hunter = LH, NH, VH, KH (1948 to 1951)			Telescopic forks on 4G and Red Hunter optional in 1946 then standard from June 1946				
1934 to 1937 twin port was standard on most pre-war RH models, optional on VH from 1935, but not available on OH & OG					Standard = NF, VF, VA			Telescopic forks on all models became standard in 1947, girder optional on some models for a short time				
1938 to 1952 single or twin port optional on Red Hunter models.					De Luxe = LG, NG, VB, VG, KG (1948 to 1951)			See note on fork types (below) for more details on fork configurations				
1932** Two Fleet model three-wheel vehicles (with 557cc SV motor) were also available through Ariel's Fleet Motors								*Alloy 4G engine first model is 1949, but was not officially designated MK1 until 1953				
Fork Styles: From 1931 to 1947 girder forks on Ariel bikes had springs in compression and employed damping friction discs. From 1934, the girder fork fitted to Ariel bikes had rubber mounted handlebars, and this continued on pre-war bikes until reverting back to rigid mounts on W/NG models (cira 1943). Auxiliary side springs on girder forks first appeared in 1939 and were retained until 1948 after which the girder fork was no longer optional. Early 1946 Red Hunter and Square 4 models (to May 1946) were fitted with girder forks, and from June these models came standard with telescopic forks, but girders could be optioned up until 1948. Girder forks were a standard fitment on 'Deluxe' models (NG, VG and VB) in 1946 and optional fit in 1947 and 1948.												
Information sourced from 'the Ariel story' by Peter Hartley 2006 Edition												