

YEAR	MODELS							
1901	1.5 HP 211 cc							
1902	1.5 HP 211 cc							
1903	2 HP 239 cc							
1904	No1 2.25 HP	No1 3 HP	No2 2 HP					
1905	No1 2.25 HP	No1 2.75 HP	No1 3 HP	No2 2 HP				
1906	6 HP JAP V-twin	No1 2.5 HP	No1 3 HP					
1907	6 HP JAP V-twin	No1 2.5 HP	No1 3 HP					
1908	6 HP JAP V-twin	No1 2.5 HP	No1 3 HP					
1909	6 HP JAP V-twin	No1 2.5 HP	No1 3 HP					
1910	W&P 3.5 HP 482 cc							
1911	W & P 3.5 HP 498 cc							
1912	W & P 3.5 HP 498 cc							
1913	7 HP V-twin 999 cc	W & P 3.5 HP 498 cc						
1914	5-6 HP AKD V-twin 670 cc	W & P 3.5 HP 498 cc						
1915	5-6 HP AKD V-twin 670 cc	W & P 3.5 HP 498 cc	2.75 HP 349 cc 2 stroke					
1916	5-6 HP AKD V-twin 670 cc	W & P 3.5 HP 498 cc	2.75 HP 349 cc 2 stroke					
1917	5-6 HP AKD V-twin 670 cc	W & P 3.5 HP 498 cc	2.75 HP 349 cc 2 stroke					
1918	5-6 HP AKD V-twin 670 cc	W & P 3.5 HP 498 cc	2.75 HP 349 cc 2 stroke					
1919	5-6 HP AKD V-twin 670 cc	W & P 3.5 HP 498 cc	6-7 HP V-twin 795 cc					
1920	6-7 HP V-twin 795 cc	W & P 3.5 HP 498 cc	W&P 4.5 HP 586 CC					
1921	6-7 HP V-twin 795 cc	W & P 3.5 HP 498 cc	W&P 4.5 HP 586 CC					
1922	8 HP MAG V-twin 993 cc	W & P 3.5 HP 498 cc	W & P 4.5 HP 665 cc					
1923	8 HP MAG V-twin 993 cc	W & P 3.5 HP 498 cc	W & P 4.5 HP 665 cc	2.5 HP 249 cc SV				
1924	8 HP MAG V-twin 993 cc	W & P 3.5 HP 498 cc		2.5 HP 249 cc SV				
1925		W & P 3.5 HP 498 cc		2.5 HP 249 cc SV		3.5 HP 249 cc OHV		
1926	Model A 557 cc SV	Model B 557 cc SV	Model C 499 cc OHV	Model D 499 cc OHV		3.5 HP 249 cc OHV		
1927	Model A 557 cc SV	Model B 557 cc SV	Model C 499 cc OHV	Model D 499 cc OHV	Model E 499 cc OHV	3.5 HP 249 cc OHV		
1928	Model A 557 cc SV	Model B 557 cc SV	Model C 499 cc OHV	Model D 499 cc OHV	Model E 499 cc OHV	3.5 HP 249 cc OHV		
1929	Model A 557 cc SV	Model B 557 cc SV	Model E 499 cc OHV	Model F 499 cc OHV	Model LB 249 cc SV	Model LF 249 cc OHV		
1930	Model A 557 cc SV	Model B 557 cc SV	Model E 499 cc OHV	Model F 499 cc OHV	Model G 499 cc OHV	Model LB 249 cc SV	Model LF 249 cc OHV	Model LG 249 cc OHV

**Fork Styles:** First girder type forks used on Ariel bikes were Druid type forks that followed the pushbike style forks employed on the very early Ariel bikes. First girder type forks used on Ariel bikes were Druid type forks that followed the pushbike style forks employed on the very early Ariel bikes and the bottom sprung leading link of 1907 - 1909. Druid forks are basically non-friction damped girder forks, the earlier versions were an adaption of the pushbike main tubes with an additional pivoted frame and the later employed a diamond pattern frame. Ariel fitted Druid style forks to its bikes circa 1910 – 1919 and 1922 – 1928. In 1920 and 1921 Ariel used a Starley parallel link pressed steel fork, although the 1921 4.5 HP and 6-7 HP had Druid forks. Almost all Druid forks on Ariel bikes employed springs in compression, with the exception of the Touring models of the W&P 498cc and the MAG 993cc, which had springs in tension. In 1929 & 1930 Ariel bikes were fitted with girder forks (employing damping friction discs) where the springs were in tension.

AKD = Abingdon King Dick  
MAG= Motosacoche AG  
W&P= White & Poppe (T-head)

Information sourced from 'the Ariel story' by Peter Hartley 2006  
(accuracy of information dreived from the book for the early years, those surrounding WWI and the late 1920s cannot be guaranteed)  
This listing does not contain details of Ariel cars, trikes and quads manufactured before or after the first bike appeared in 1901