

Lilac R-92 Magnum

Frame F9-0600

Motor R2-0786

Photos and history generously furnished by owner Hubert Rigal of France.

This document is sized at 11 x 8.25 inches, making it possible to print full-size on either A4 or US Letter paper, should you wish to print any of the pages.

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www.MarushoLilac.com
Ralph Walker, webmaster.*



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Owner Hubert Rigal with
his Lilac R-92 Magnum



The history of Lilac R-92 Magnum F9-0600

In 1967, at a time when the company was failing, an effort was made to introduce the 500cc Lilacs to the French market. Two sample bikes were assembled and sent to well-known Paris motorcycle dealer Ladevèze (Société Nouvelle Ladevèze & Cie), one being this featured Magnum and the other an Electra. The bikes were received on December 16, 1967, but Lilac was out of business shortly thereafter, so no other R-92s were imported.

Upon the shop owner's death the 2 Lilacs were sold to a collector. In 2005 they were bought by Mr. Rigal. In 2006 he sold the electric-start Lilac to a Belgian Lilac fan with whom I have corresponded.

This Magnum is unique in being built with the prototype Magnum frame F9-0600 and, presumably, the last Magnum motor, R2-0786. Also it is the only manual-start model R-92 ever built with the beefier Electra top end.

These two R-92s were the only 500cc models officially imported into Europe. All 500s produced afterwards (F9-1120 through F9-1123) were sent to Australia.

Mr. Rigal restored the Lilac in 2018. The photos that follow, with dark background, were made subsequent to that restoration. After these photos you will find some different views of the Lilac made prior to the restoration. I include them for reference purposes.

At the end of this document you will find some documents dated 1968 relating to the importation of the 2 Lilacs.

Note the Magnum
Electra top end.
R-92s badged as Lilacs
had turn signals,
whereas those badged
as Marushos did not.





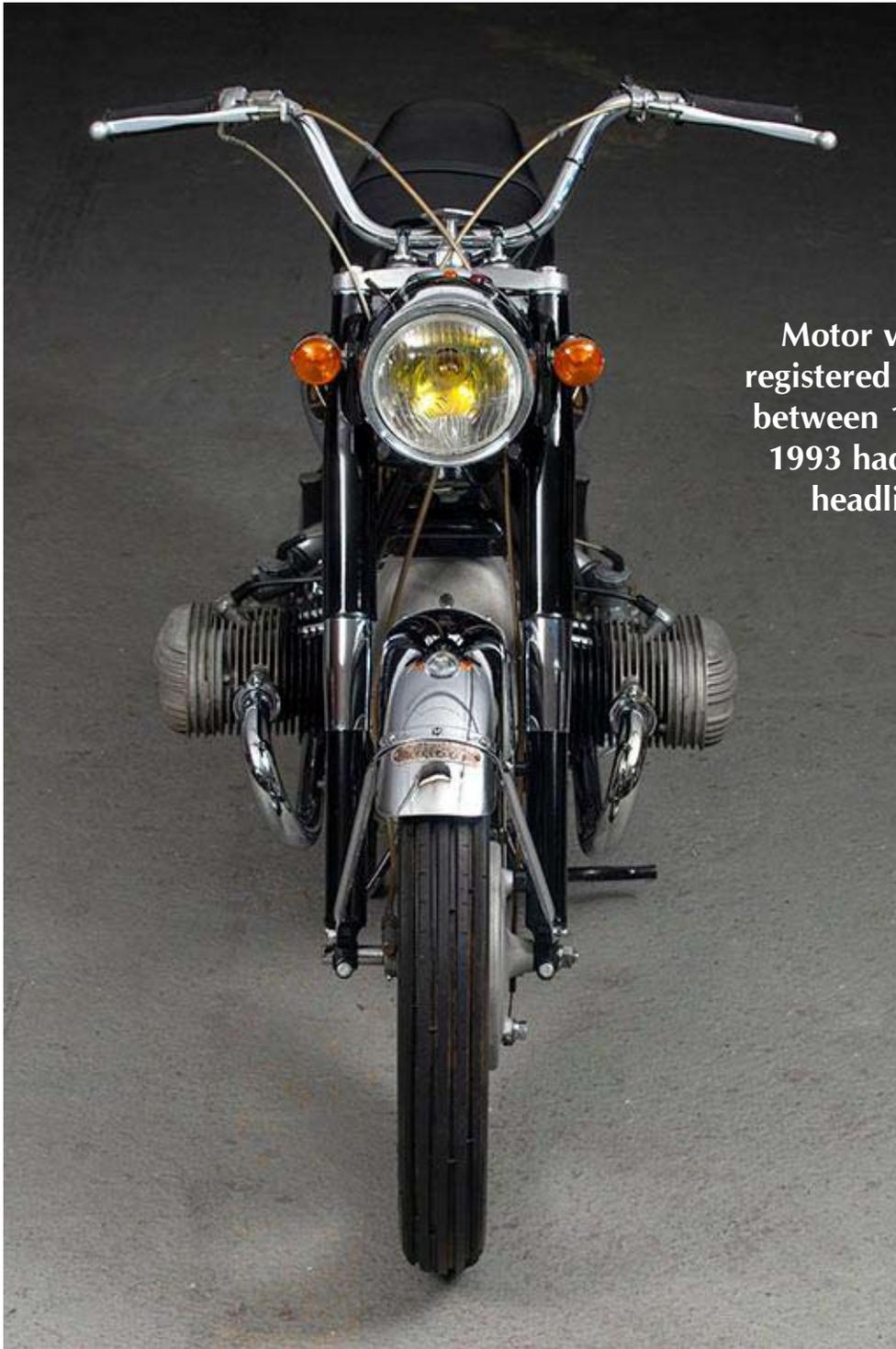


Note the “Mickey Mouse Ears” taillight, also used on the Magnum Electra and the Bridgestone BS-90 (possibly others).

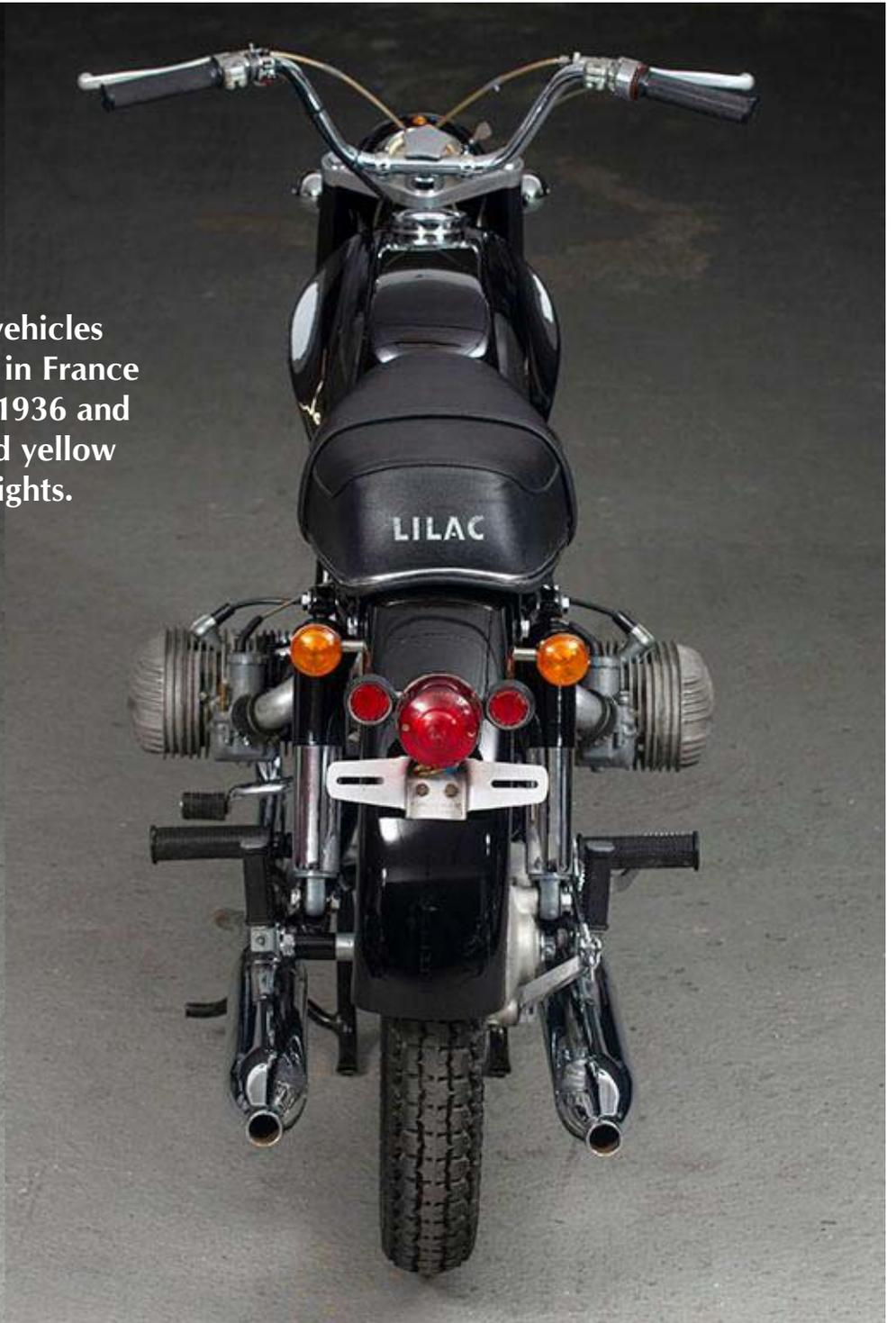








Motor vehicles registered in France between 1936 and 1993 had yellow headlights.





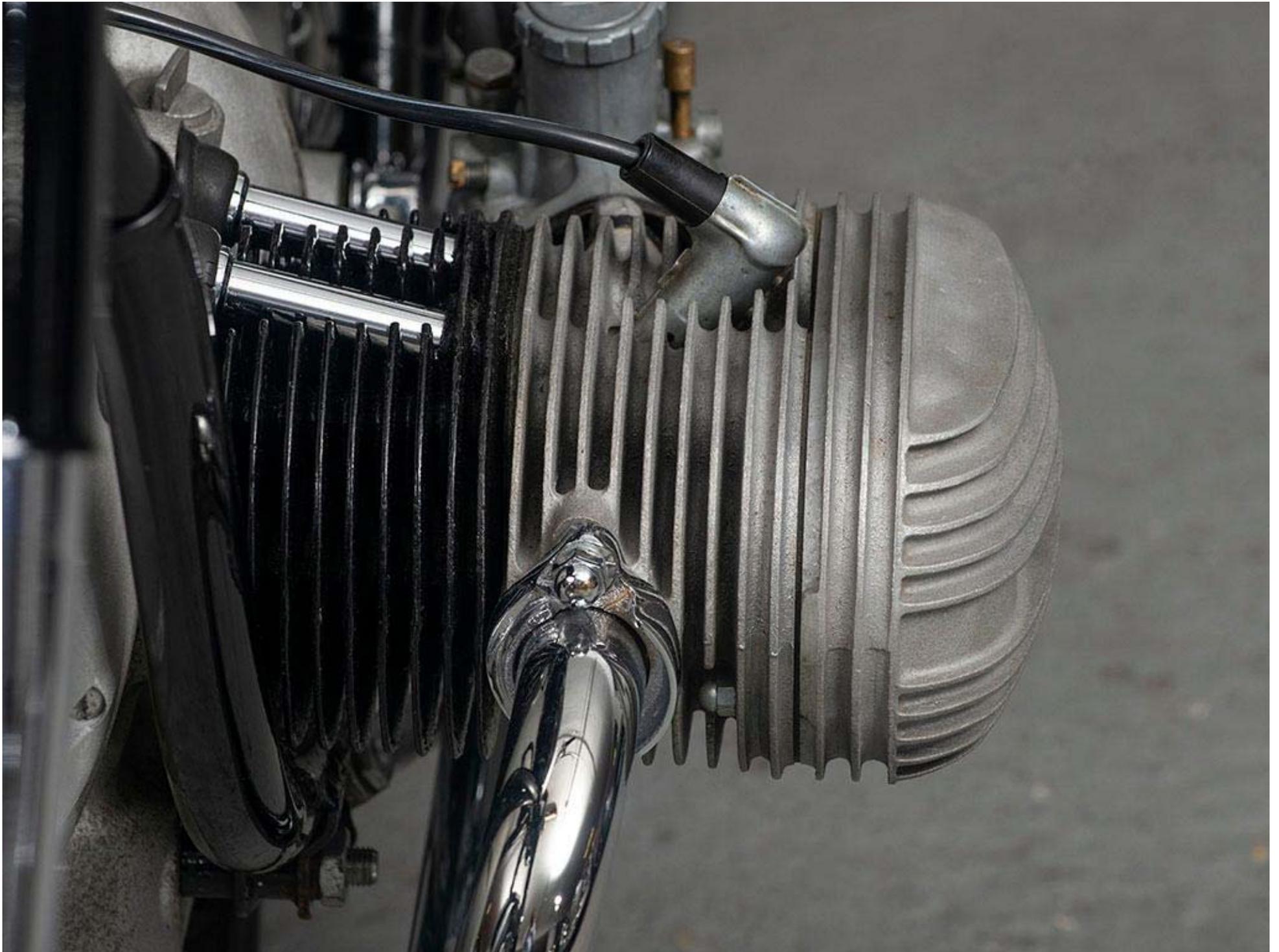


Note the Electra-style cylinder, head and valve cover. The cylinder is fatter than those on the models ST and other Magnums, and it was anticipated that they would be suitable for boring to 600cc.



























After the restoration
Hubert did a test ride
of 3km, leaving the
bike still with extremely
low mileage.





The French mechanic who did this beautiful restoration.

The two French Lilac R-92s in Marseilles on the day they arrived, December 16, 1967.





SERIAL NUMBERS (Frame F9-0600, Motor R2-0786)

500cc motorcycles badged as Marushos have motor numbers beginning with the prefix "2", while those badged as Lilacs begin with "R2". The frame numbers always begin with "F9". The official model designation is "R-92". The "R", "9" and "2" are included in the two serial numbers of a Lilac R-92.

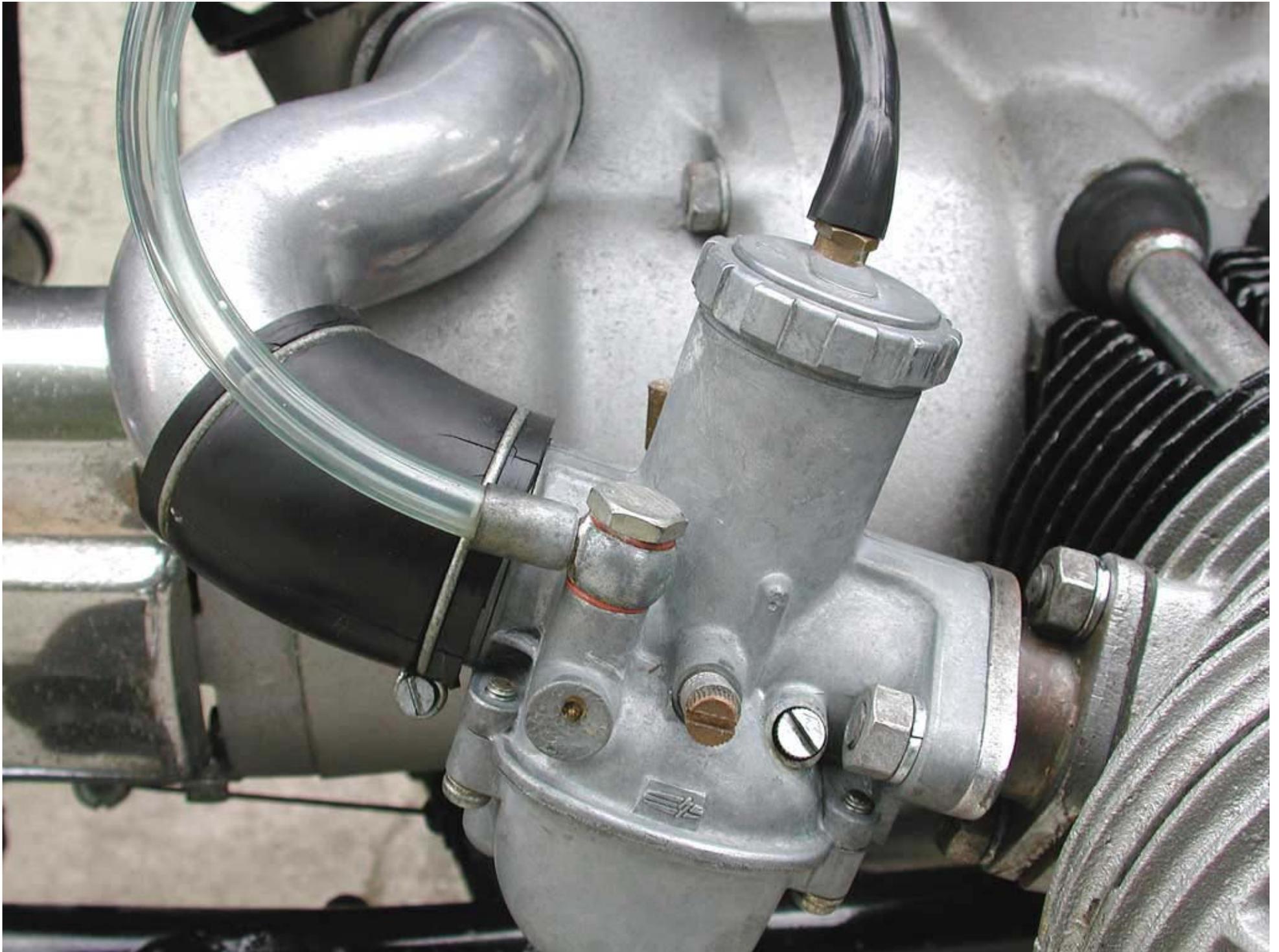
This bike is the last Magnum built, but used the first, presumably prototype, Magnum frame F9-0600. In addition it uses the last Magnum motor known, R2-0786. As mentioned earlier, the top end is borrowed from the succeeding model, the 1967 Magnum Electra.

Hubert Rigal with Magnum F9-0600 (right) and Electra F9-1119 (left, since sold), in 2006.

The following photos are from 2006, before the restoration, and are included because they show additional views.

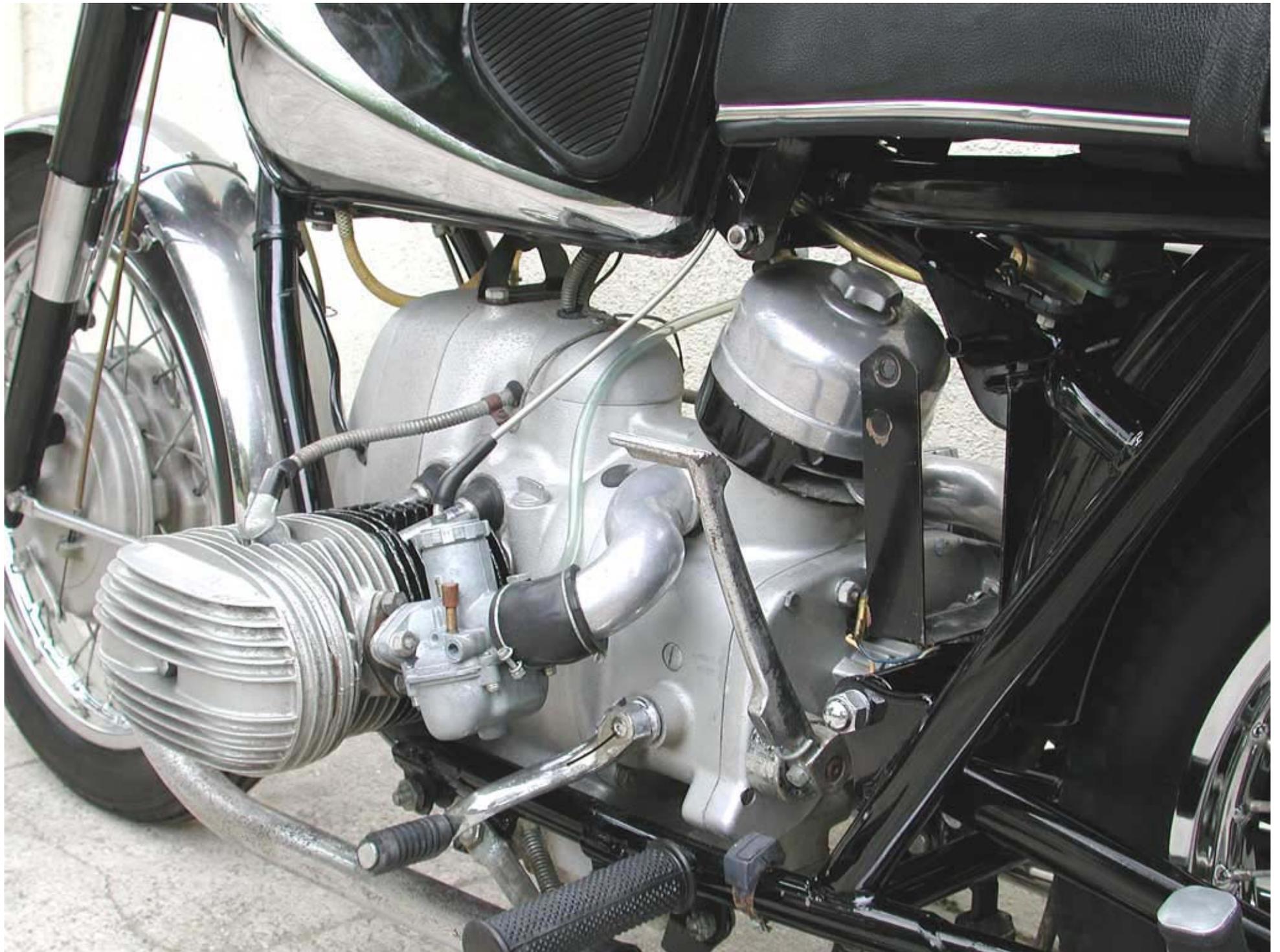


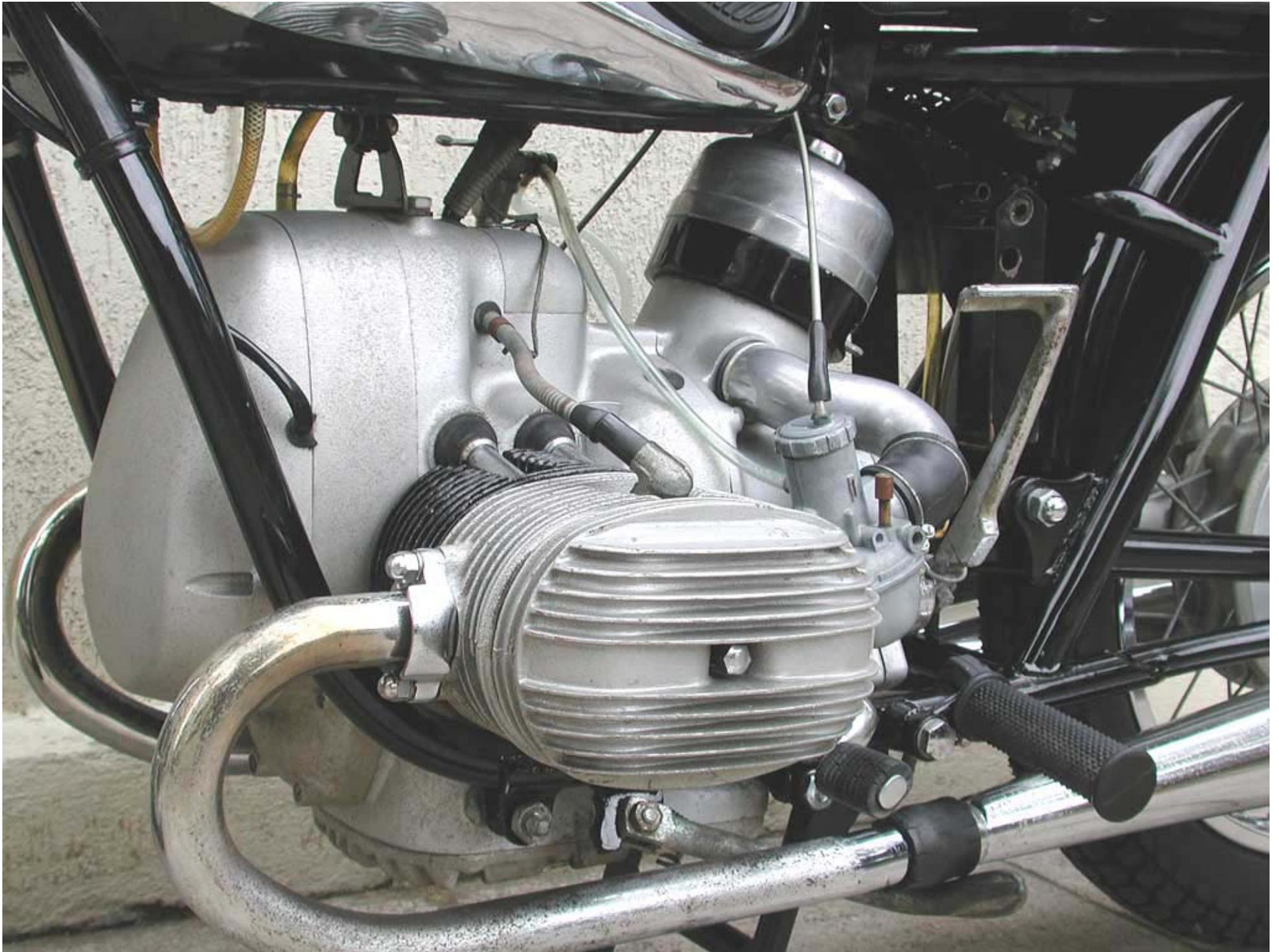






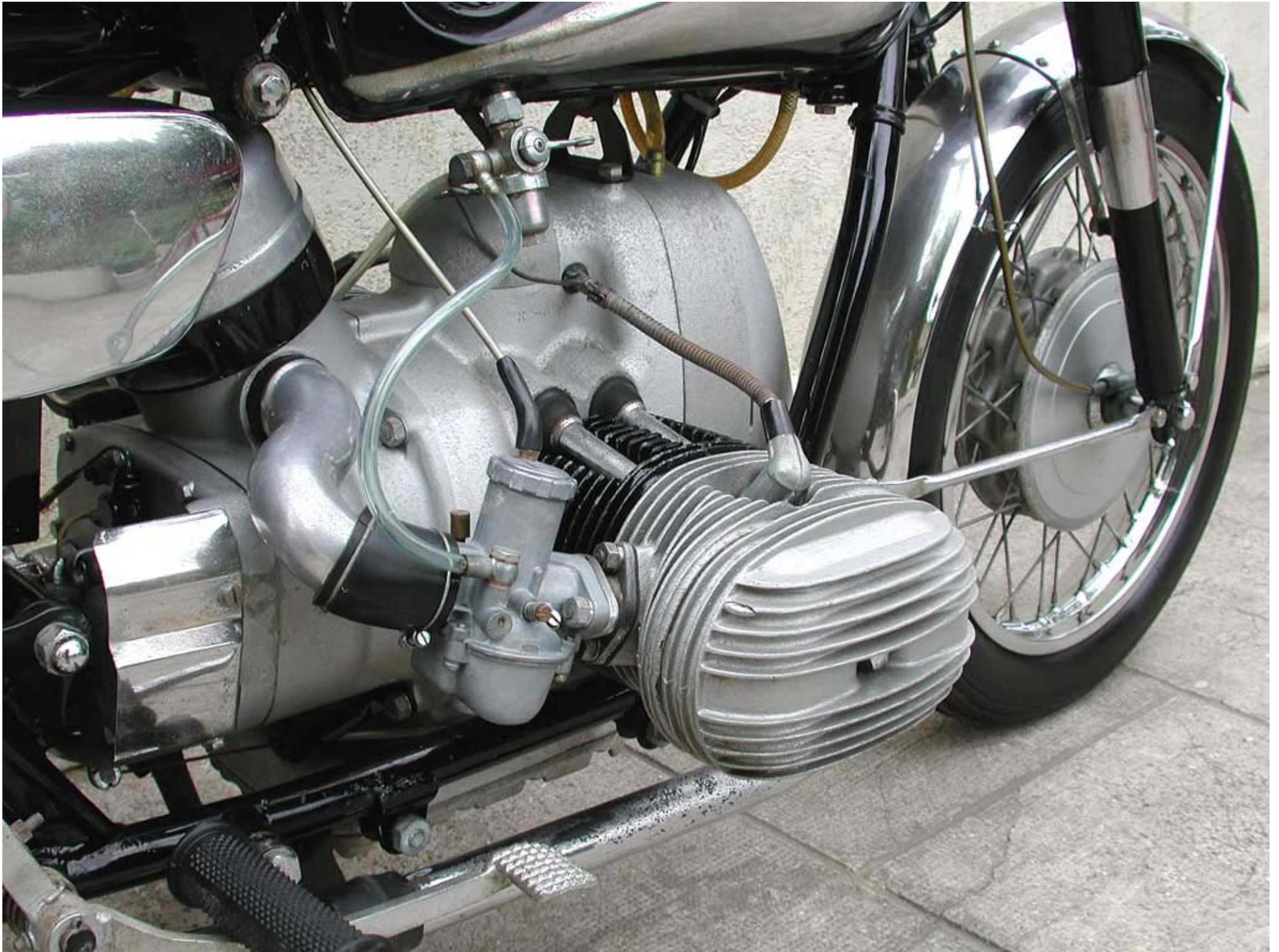


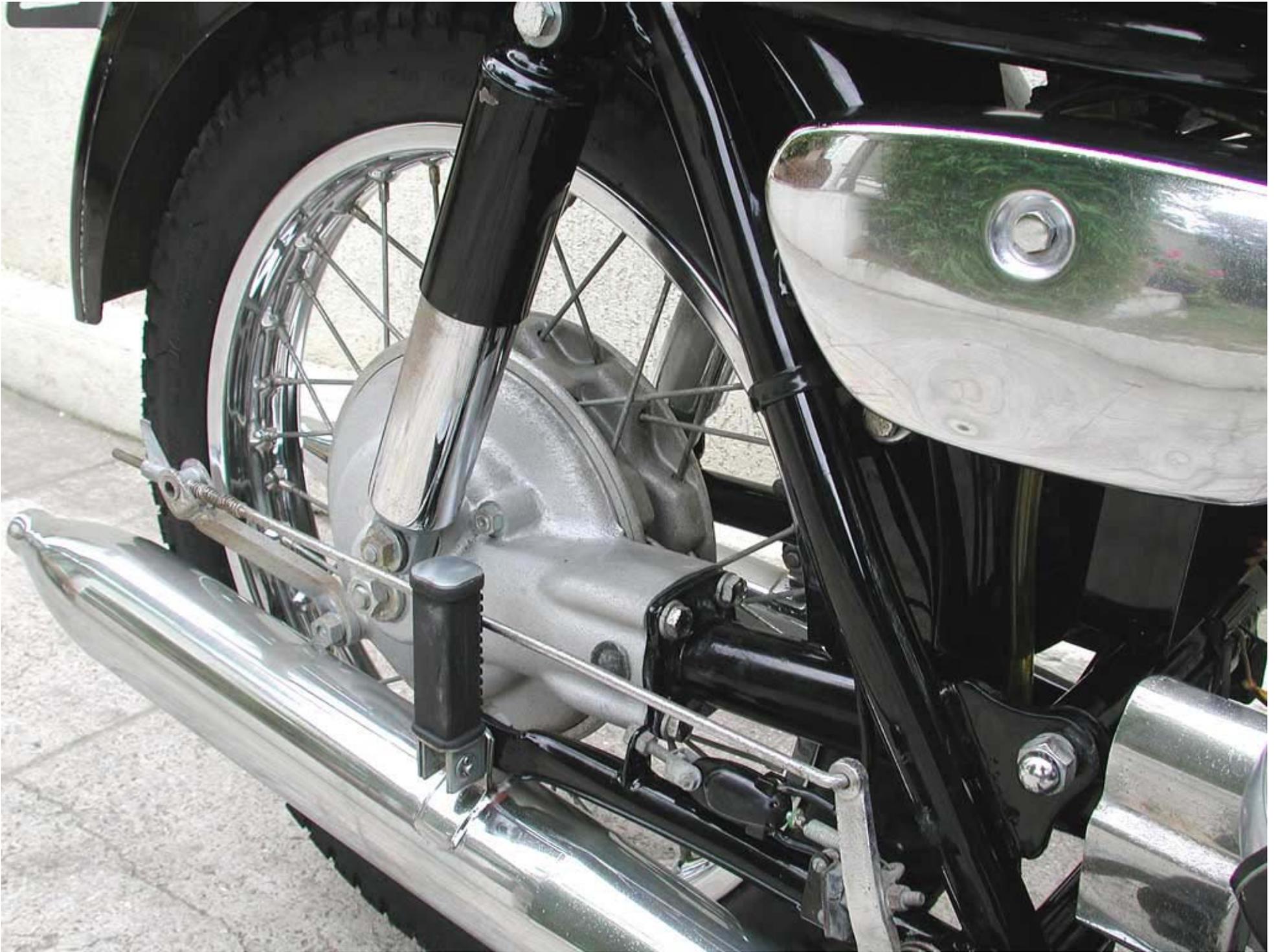
















000759

SPEED

km





DU JAPON ...

les
Sensationnelles

500 LILAC

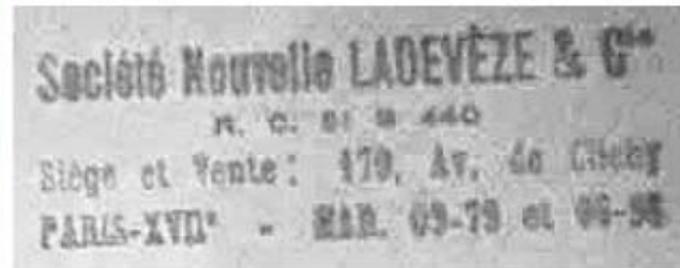


R 92 A KICK-STARTER : PRIX

R 92 A DEMARREUR ELECTRIQUE : PRIX

IMPORTATEUR : Société Nouvelle LADEVÈZE et C^{ie}
6, rue de Morifosse - 95 - Argenteuil

Mock-up of prospectus for manual- and electric-start R-92s. The image shown, however, is for the earlier model ST.



Stamp from left
enlarged and enhanced

3
D No 990 quintaine Hoff 16/12/67

DOUANES FRANÇAISES

Volet 1

MODÈLE 846 A

J. 63 0709 0 15057 2 - 1/11/64 1963

BUREAU
MARSEILLE
LIQUIDATION

CERTIFICAT N° 314687

POUR SERVIR A L'IMMATRICULATION

dans une série normale

(Exemplaire pour la Préfecture)

Le Receveur du bureau des douanes désigné ci-dessus certifie que le véhicule dont les caractéristiques sont données ci-après remplit les conditions exigées par les réglementations douanières et des changes pour pouvoir être immatriculé dans une série normale.

- Délai d'incessibilité *neant*

CARACTÉRISTIQUES DU VÉHICULE

Genre : *Motocyclette* Marque : *Lilac*
Type : *R 92* N° dans la série du type : *600*
Carrosserie : */* Puissance Administrative : *5* CV.

Année de fabrication : */*

Numéro d'immatriculation actuel : *neuf*
Le *25* / *11* / *68*

Le Receveur,

[Signature]

(Cachet du bureau)

(Signature et empreinte du cachet individuel)

(1) Lorsque le véhicule possède au moment du dédouanement une immatriculation antérieure.

Au moment de la délivrance du certificat ne pas omettre de mentionner, au verso du volet n° 2, l'adresse du bureau de douane.

DOUANES FRANÇAISES

Volet 2

MODÈLE 846 A

BUREAU
MARSEILLE
LIQUIDATION

CERTIFICAT N° 314687

IMMATRICULATION DANS UNE SÉRIE NORMALE

7/11

Le véhicule de marque (1) : *Lilac* puissance (1) *5 CV*
faisant l'objet du certificat susvisé a été immatriculé dans une série normale sous le n° :



par la Préfecture de :

OBSERVATIONS

à la date du :

Le Service Préfectoral est prié de compléter le volet n° 2, de le cacheter et de le poster sitôt après immatriculation du véhicule désigné ci-contre.

(Signature et cachet des services de la préfecture)

(1) Ligne à remplir par le service des douanes.

[A détacher suivant le pointillé par le Service Préfectoral]