

Jules Goux Palmares

vol. 1 1906-1914



by

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Aug 3-7, 1904	Laffrey hillclimb 6,500 km, 10% avg gradient	3 rd
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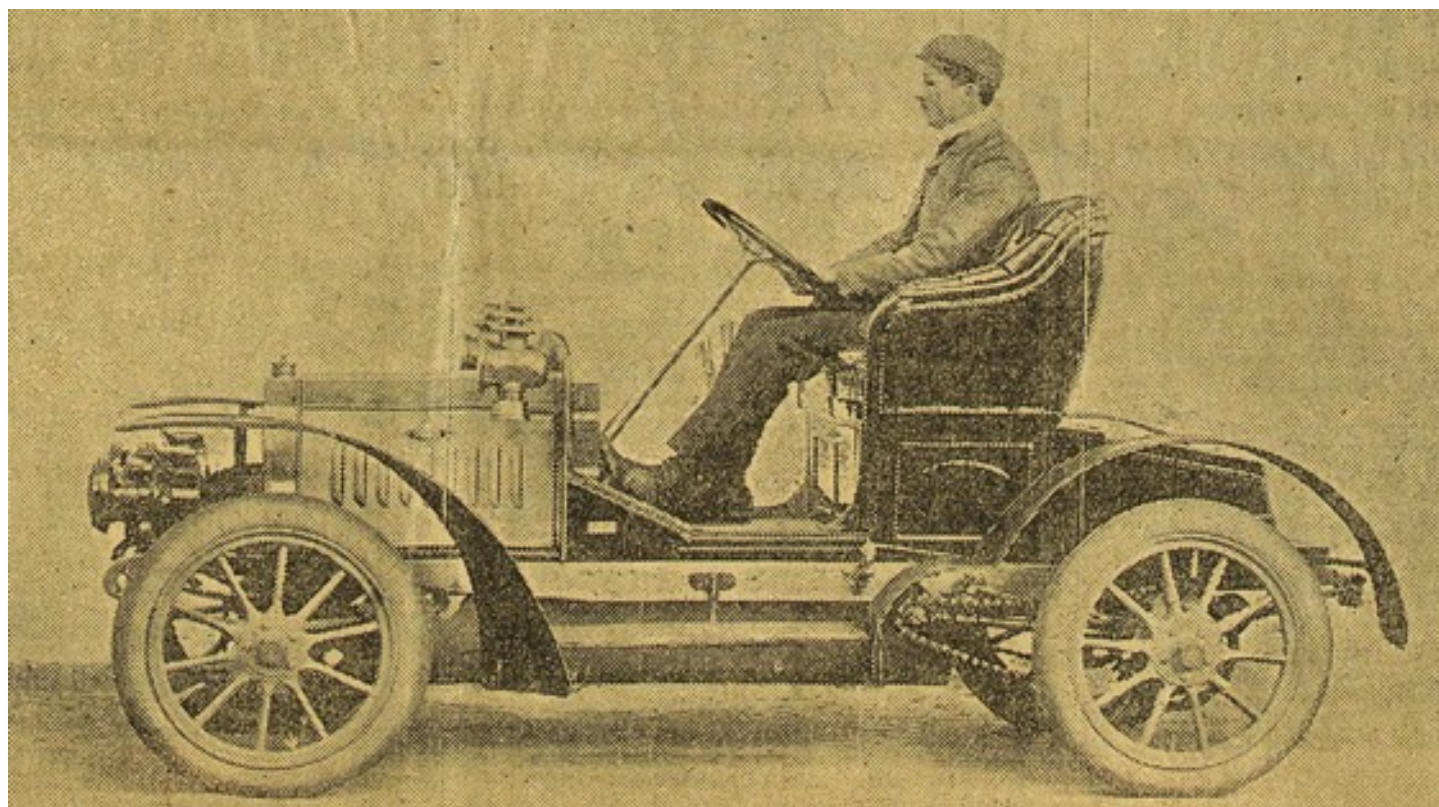
- Dauphiné Automobile Meeting
- Goux 3rd in the “hillclimb Special standings”, motorcycles category, on Peugeot 3½ HP - Yourassoff 2nd in the same cat on Peugeot 4 HP

Jul 29, 1906	Val Suzon hillclimb 2,500 km, 6% avg gradient	1 st
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- Lion-Peugeot’s 1st race
- 15 categories, from motorcycles to heavy trucks
- Goux 1st in the 5th category (Voiturettes 1 cyl, 2 pl, 5-7 HP)

Aug 5, 1906	Ballon d’Alsace hillclimb 9 km, 6.83% avg gradient	1 st
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- 1st edition of the *Paul Lederlin Cup*, local event reserved to members of the A.C. Vosgien, A.C. Lorrain, A.C. Belfortain and A.C. Alsacien
- Goux 1st in the 1st category (chassis price from 3000 to 6000 fr) + 1st absolute handicap standings (Lederlin Cup winner)



Jules Goux on his 4-6 hp Lion, winner of the Lederlin Cup [L'Auto]

Nov 12, 1906	Coupe de l'Auto Rambouillet circuit, 33,330 km x 7 laps = 233,330 km	4 th
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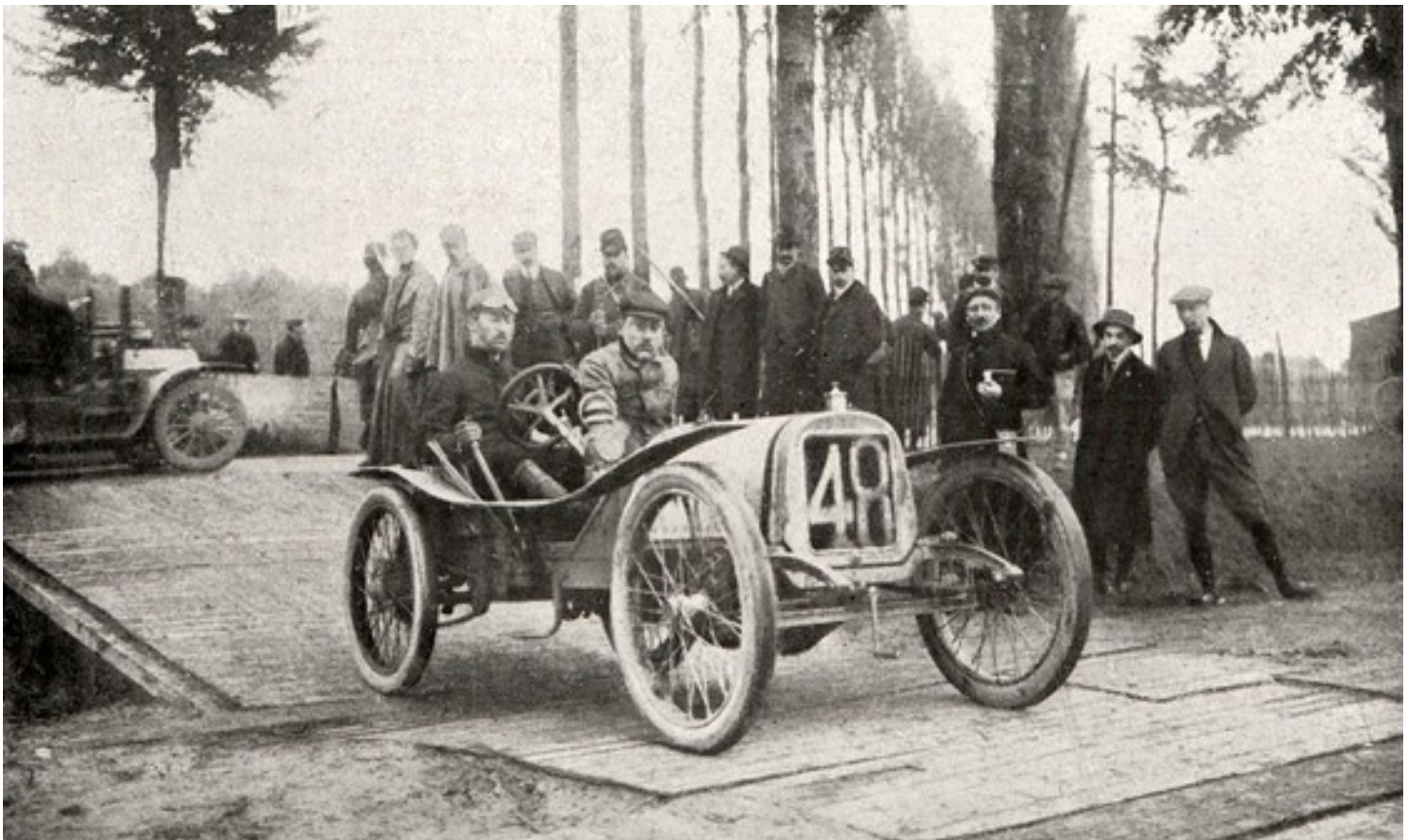
- Regulation:
 - 6 days endurance + Grand Prix race
 - Tourist cars only
 - 1 cyl max bore 120 mm, 2 cyl max bore 90 mm, free stroke
 - min weight (including fuel, oil, passengers, tools and spare parts) based on bore
- The race was preceded, from 6 to 11 November, by 6 days of regularity trials, during which competitors had to do, each day, ~200 km (6 laps) at 30 km/h min speed. Only those who successfully complete the trials were eligible for the final race
- Trials: 22 entries, 15 starters, 4 retirements. Race: 11 starters
- Winner: #6 Georges Sizaire (Sizaire Naudin) - #12 Giuppone 3rd, #18 Goux 4th, #21 Aimé 8th



[Allgemeine Automobil-Zeitung]

Oct 27, 1907	Coupe de l'Auto Rambouillet circuit, 33,820 km x 9 laps = 304,380 km	3 rd
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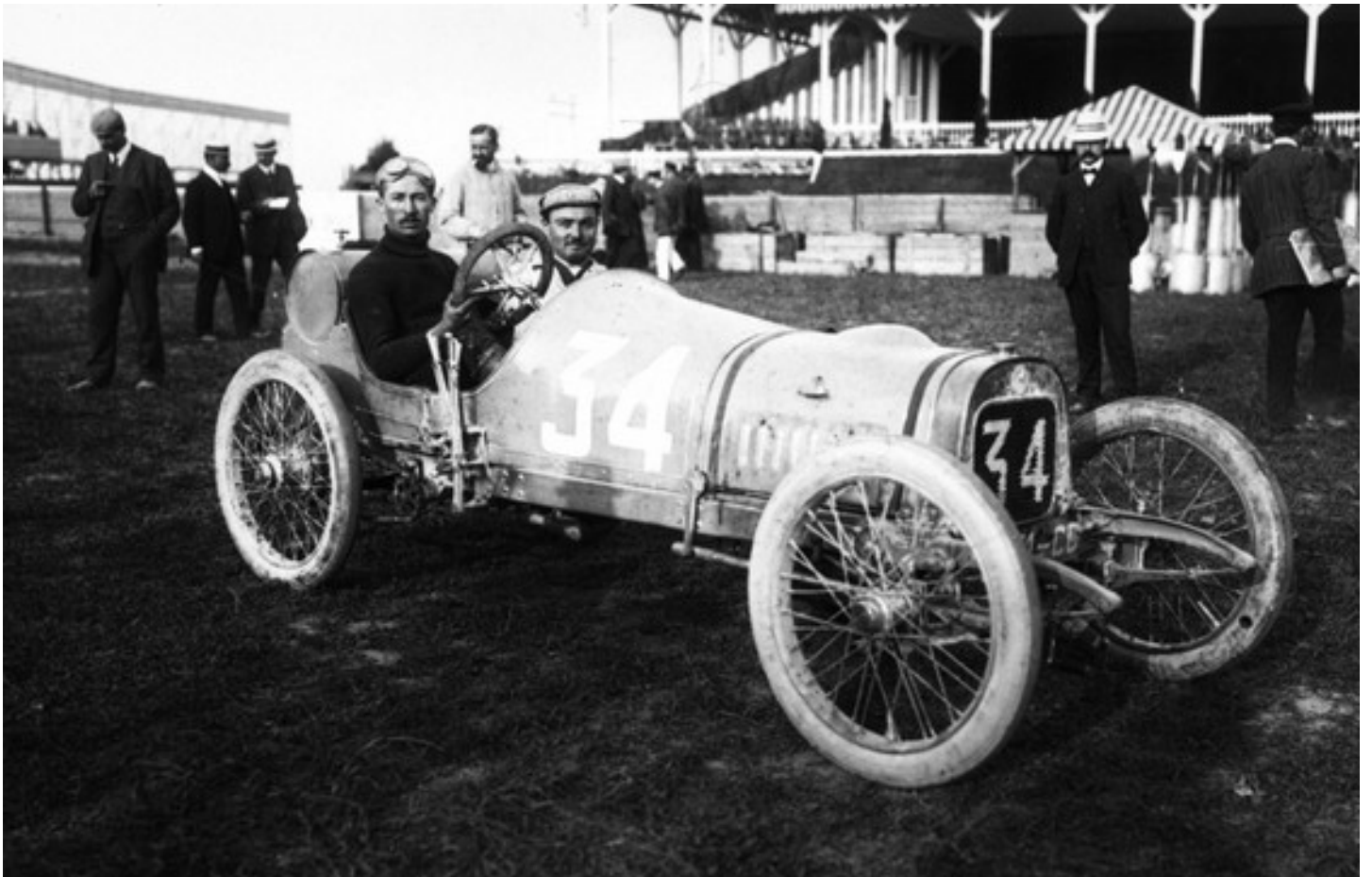
- Regulation:
 - 6 days endurance + Grand Prix race
 - Tourist cars only
 - 1 cyl max bore 100 mm, 2 cyl max bore 80 mm, free stroke
- The race was preceded, from 21 to 26 October, by 6 days of regularity trials, during which competitors had to do, each day, ~100 km (3 laps) at 30 km/h min speed and 40 km/h max speed. Only those who successfully complete the trials were eligible for the final race
- Trials: 67 entries, 63 starters, 22 retirements. Race: 41 starters
- Winner: #42 Louis Naudin (Sizaire Naudin) - #48 Goux 3rd, #29 Giuppone 6th, #66 Duvernoy 9th



[Le Sport Universel Illustré]

Jul 06, 1908	Grand Prix des Voiturettes Dieppe circuit, 77 km x 6 laps = 462 km	3 rd
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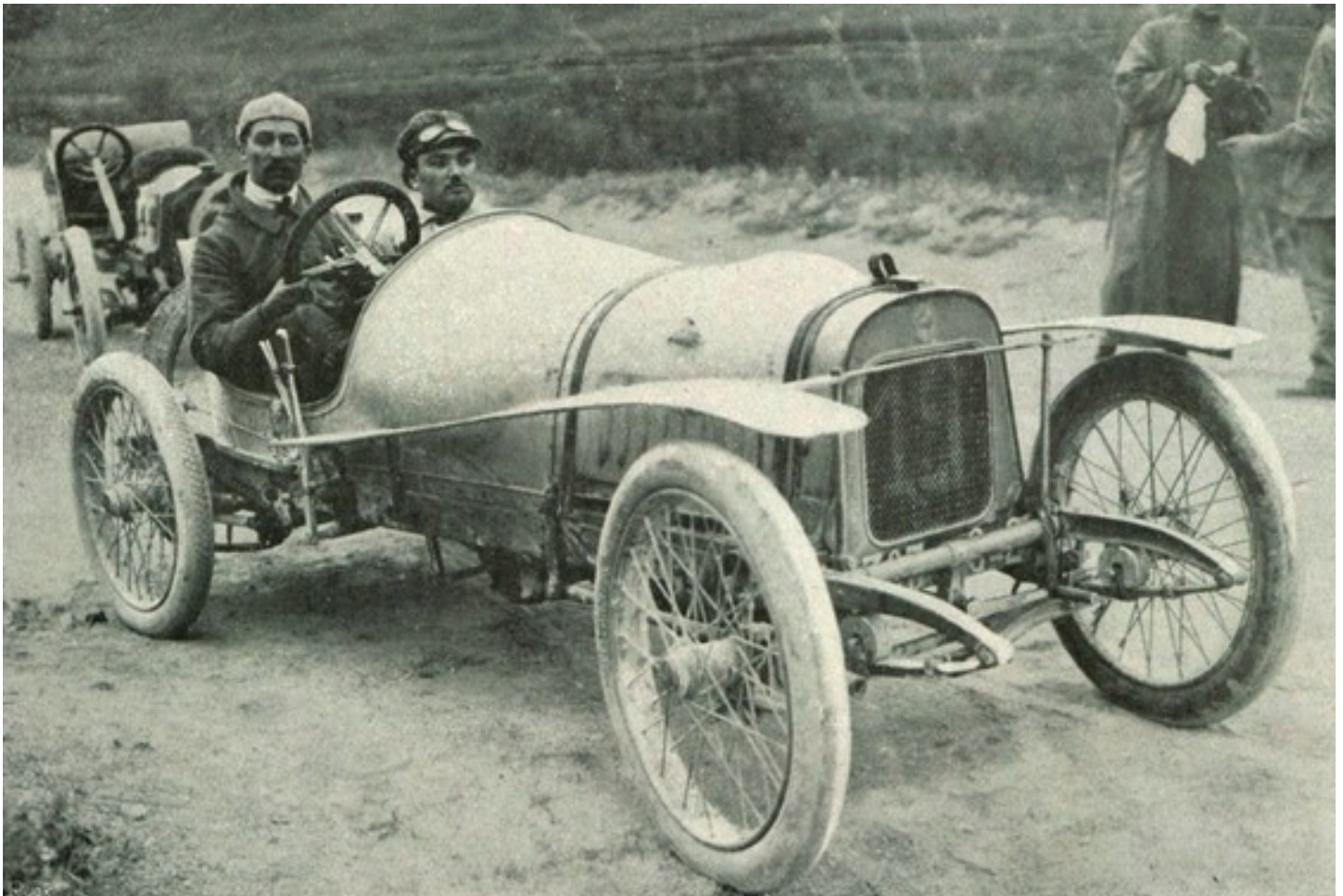
- Race held the day before the Grand Prix de l'A.C.F.
- Regulation:
 - Max bore: 1 cyl → 100 mm, 2 cyl → 78 mm, 3 cyl → 68 mm, 4 cyl → 62 mm
 - Forbidden detachable rims/wheels
- 64 entries, 47 starters, 31 finishers
- Winner: #1 Albert Guyot (Delage) - #36 Goux 3rd, #55 Boillot 4th, #10 Giuppone 15th
- Note: during trials, Goux's Lion-Peugeot was wrongly numbered 34, during the race 36



Goux with mechanic Duvernoy during scrutineering [Agence Rol - Bibliothèque nationale de France]

Sep 27, 1908	Coupe de l'Auto Compiègne circuit, 50 km x 8 laps = 400 km	3 rd
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- 6-day endurance trials abolished
- The Compiègne circuit was much more difficult than Rambouillet and more than 200 gear changes per-lap were required
- Regulation:
 - Min weight: 600 kg
 - Max bore: 1 cyl → 100 mm, 2 cyl → 80 mm, 3 cyl → 70 mm, 4 cyl → 65 mm
- 33 entries, 31 starters, 17 finishers
- Winner: #24 Louis Naudin (Sizaire Naudin) - #19 Goux 3rd, #28 Boillot 12th, #5 Giuppone retired



Jules Goux with his mechanic Duvernoy [La Vie Au Grand Air]

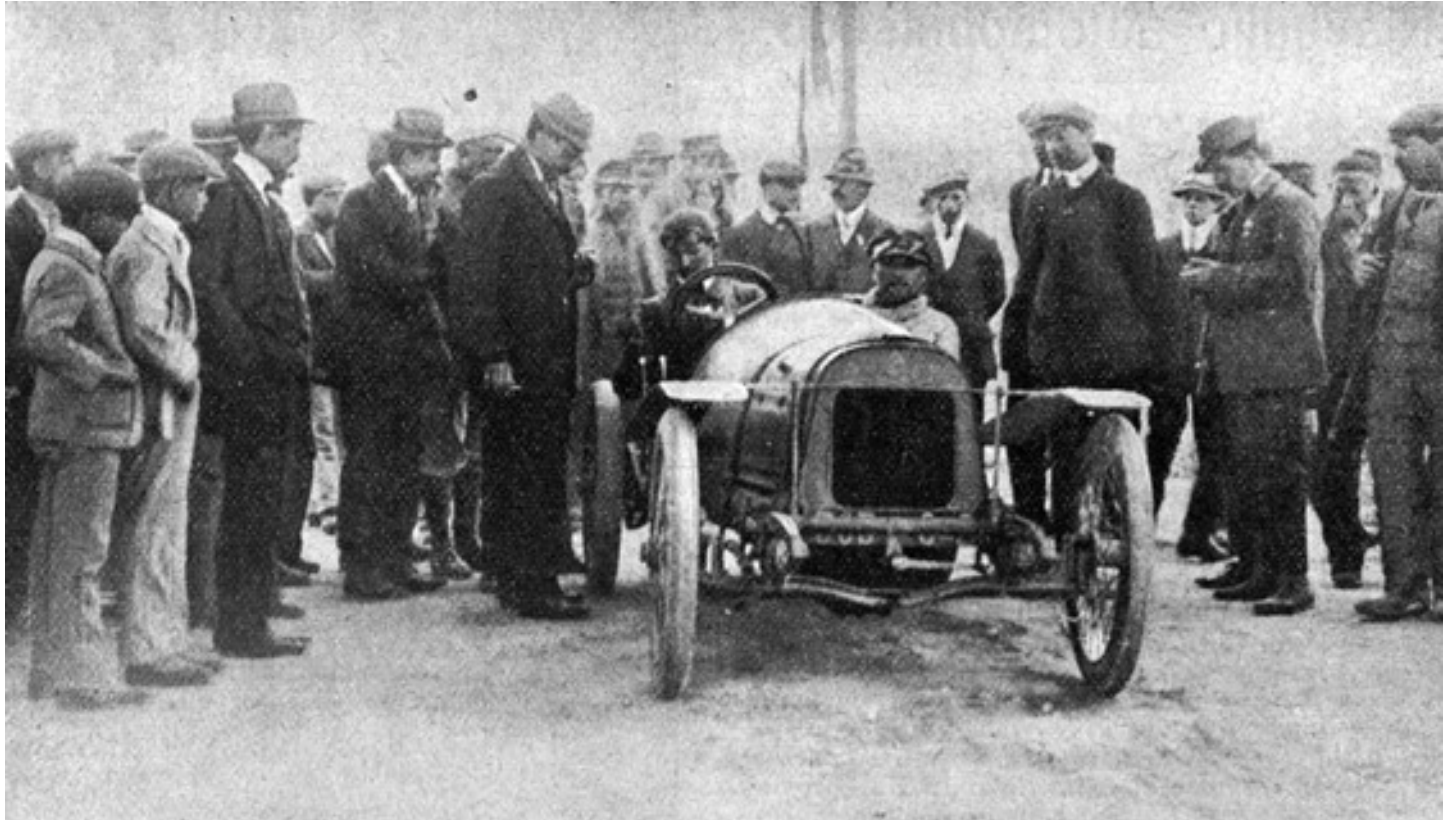
Apr 29, 1909	Sicilian Voiturette Cup Grandi Madonie circuit, 150 km x 2 laps = 300 km	1 st
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Sicilian automobile meeting: Voiturette Cup (Apr 29) + Targa Florio (May 2)

Goux mechanic: Duvernoy

7 entrants, 6 starters, 3 finishers

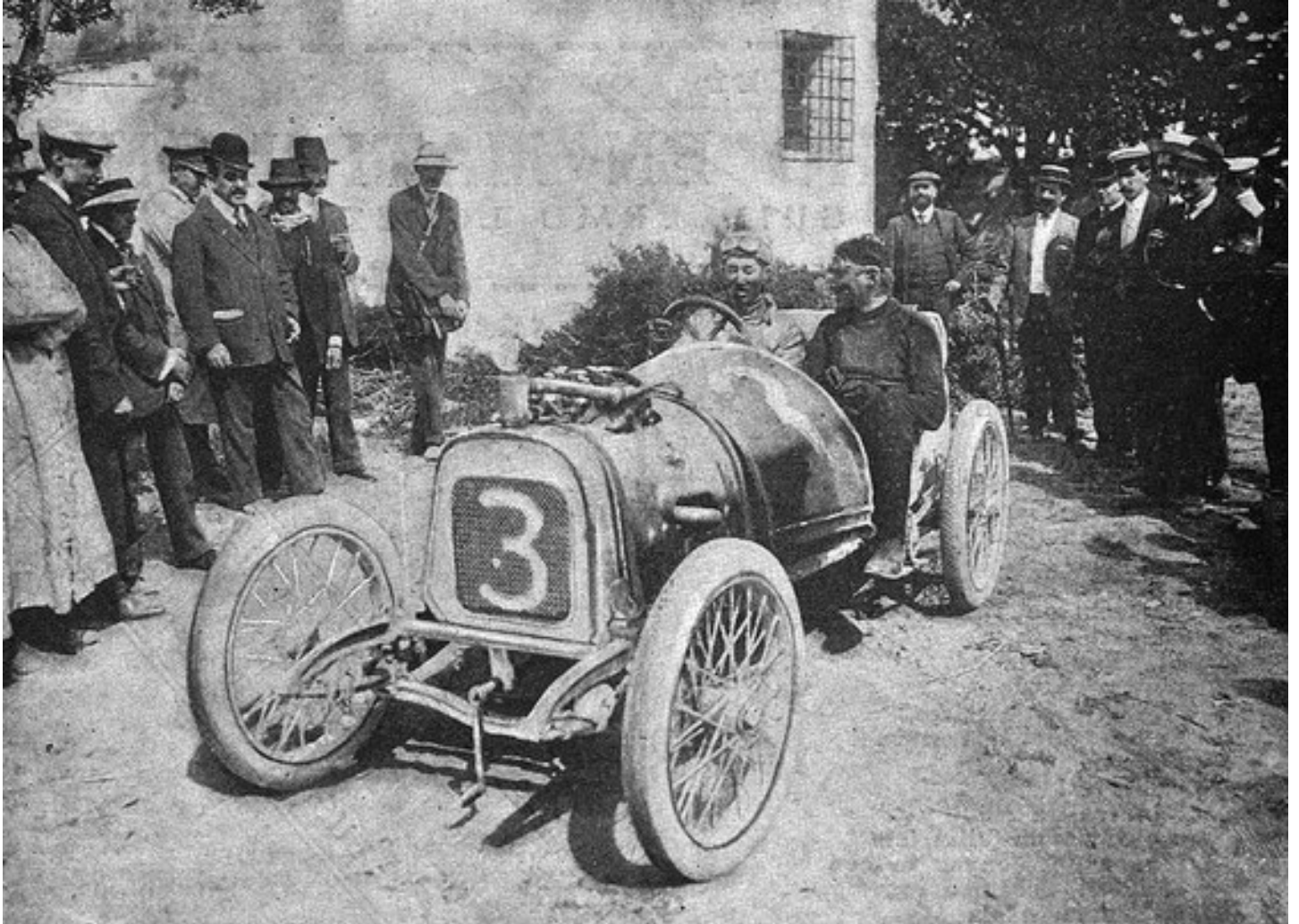
Winner: #2 Goux - #5 Giuppone 2nd, #4 Boillot retired



[La Stampa Sportiva]

May 20, 1909	<p style="text-align: center;">Copa Catalunya Bajo Panadés circuit, 28,040 km x 13 laps = 364,520 km</p>	1 st
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- 2nd edition of the Catalan Cup
- First participation of a Spanish manufacturer (Hispano Suiza) in an international race
- 17 entries, 13 starters, 4 finishers
- Goux mechanic: Duvernoy
- Winner: #3 Goux - #1 Giuppone retired, #9 Boillot retired



[La Esquella de la Torratxa]

Jun 20, 1909	Coupe de l'Auto Boulogne circuit, 37,875 km x 12 laps = 454,500 km	2 nd
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- 5th edition
- Only French race of the year
- Boulogne circuit: hilly route, with fast descents and hard climbs, more difficult than Compiègne. Calcium chloride was used for surface treatment, with better results than with *goudron*.
- Regulation:
 - Min weight: 600 kg
 - Bore/stroke: 1 cyl 100x250/120x124 mm, 2 cyl 80x192/ 95x95 mm, 4 cyl 65x140/75x75 mm
 - Detacheable rims/wheels permitted
- 25 entrants, 20 starters, 10 finishers – For the first time single-cylinder engines were in the minority
- Goux mechanic: Duvernoy
- Winner: Giuppone (Lion-Peugeot #8) - #24 Goux 2nd, #17 Boillot 4th



Goux with mechanic Duvernoy [Agence Rol - Bibliothèque nationale de France]

Jun 27, 1909	Val Suzon hillclimb 3,800 m, 4%-9% gradient	1 st
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- 5 motorcycles categories, 10 cars categories
- Goux 1st in the 4th car category (5-10 HP cars)

Jul 4, 1909	Coupe de Nancy Exposition Internationale de l'Est de la France (Exposition de Nancy)	1 st
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- The *Nancy Cup* was attributed to the A.C. which added more points in 2 races (3 points for the 1st, 2 points for the 2nd and 1 point for the 3rd). In case of equal final points, the best time counted
- ~60 entries total
- Goux on Lion 10 HP
- Regulation:
 - Tourist class: 9 categories, based on number of cylinders, bore and places
 - Vitesse class: 2 motorcycle categories, voiturettes, 4 car categories based on bore
- 2 races - final standing based on the sum of the times of the two:
 1. **hillclimb** 1 km straight, 6% avg gradient (avenue de Boufflers, Nancy)
Goux 1st in the 12th category (1, 2 or 4 cyl voiturettes, no weight limit, max bore 65 mm)
 2. **flying kilometre** (route de Château-Salins, 2 km from Nancy)
Goux 1st in the 12th category (1, 2 or 4 cyl voiturettes, no weight limit, max bore 65 mm)
- Absolute standings: winner Hallut (Mors) 1m17s – Goux 16th 1m50s

Aug 22, 1909	Ballon d'Alsace hillclimb 9 km, 7% avg gradient, 12% max gradient	3 rd
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- Inter-clubs automobile meeting for the *Rosset Cup*, awarded according to a point-system based on two events:
 1. **Ballon d'Alsace hillclimb**
 - departure from the Saint-Maurice-sur-Moselle railway station (550 m. height)
 - arrival near the Haut-Rhin departmental border (1178 m. height) - altitude difference: 628 m.
 - difficult and demanding route, with sharp hairpin bends
 - 1st category - winner: Boillot – Giuppone 2nd, Goux 3rd
 2. **Tourist contest**
 - presentation of the cars examined by a jury
- 50 entries

Sep 5-8, 1909	Royan Automobile Meeting Bordeaux, 4 th edition	1 st
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2 races:

1. Sep 5, **Bordeaux-Royan** (120 km, Touristes)
“Goux, after having given up the Tourist race, in an attempt to beat the Bordeaux-Royan record, made a magnificent race, covering the 120 kilometers of the course in 1h 37m, beating all the records set for this distance”
2. Sep 8, **Standing Mile**
Goux 1st in the 2 cyl Voiturette category (1906 Henri Cissac record beaten)

Sep 14, 1909	Ostende Voiturette Cup Litoral circuit, 33,400 km x 12 laps = 400 km	R
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Ostende Automobile Meeting (Sep 12-14) - 1st edition

- Sep 12
 - **Coppa Williame + Coppa Liedekerke** (4 cyl cars, max bore 106 mm, min weight 950 kg - winner: Christiaens on Vivinus)
 - **Ostende Cup** (4 cyl cars, max bore 90 mm, min weight 850 kg - winner: Sabbe on Imperia)
- Sep 14
 - **Ostende Voiturette Cup**
 - Litoral circuit: flat roads with few bends - poor road surface - some sections in cobblestones
 - The departure was given 800 meters from the finish line to reach the round figure of 400 km total
 - *Coupe de l'Auto* regulation
 - 15 entries, 11 starters, 2 finishers
 - Winner: #7 Giuppone - #12 Goux retired, #15 Boillot retired



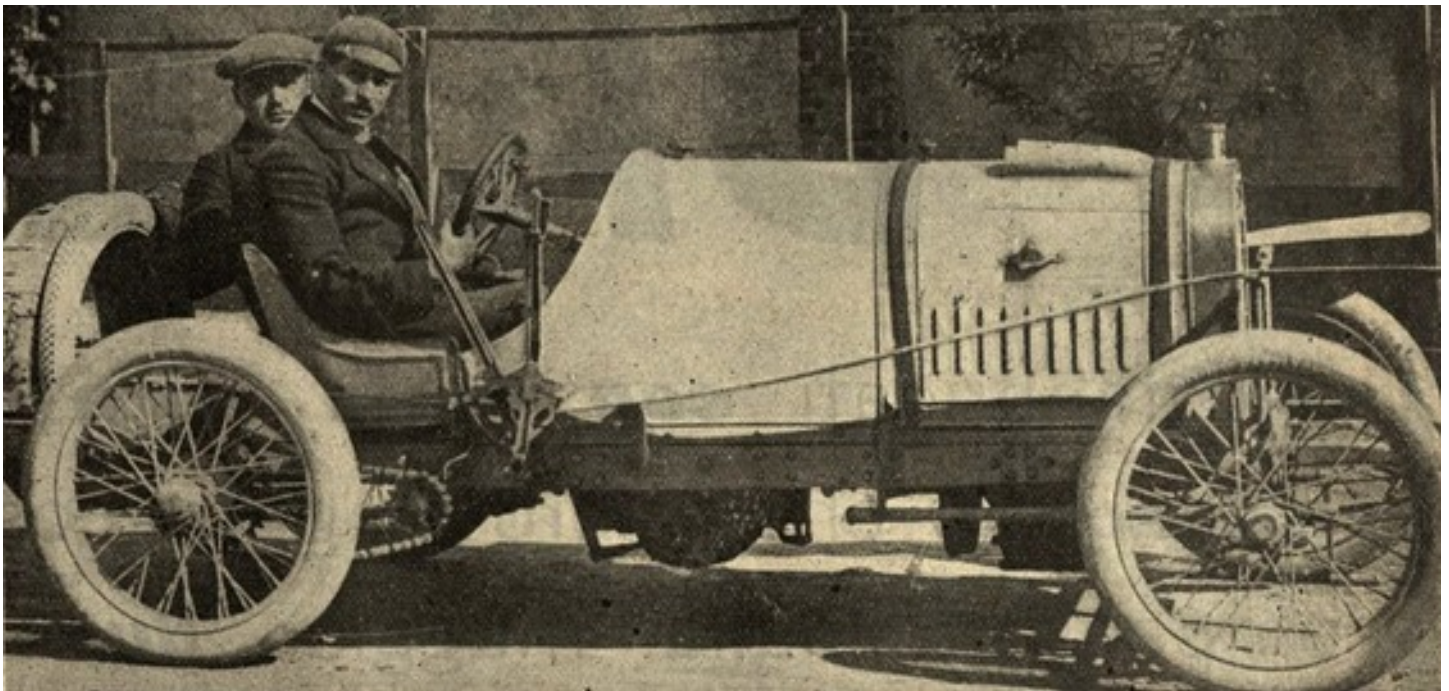
[Agence Meurisse - Bibliothèque nationale de France]

Sep 26, 1909	Prix Brunel Parc des Princes velodrome, Paris	2 nd
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- Last day of the *Circuit Peugeot*, cycling event organized by the French firm
- 2 voiturette races , 7 laps each (4,666 m):
 1. **First race** – Giuppone 1st, Goux 2nd, Boillot retired
 2. **Second race** – Boillot 1st, Goux 2nd, Giuppone 3rd

May 16, 1910	Sicilian Voiturette Cup Grandi Madonie circuit, 150 km x 2 laps = 300 km	3 rd
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- Voiturette race run at the same time with the Targa Florio
- 8 entrants, 3 starters, 3 finishers
- Winner: #7 Boillot - #3 Giuppone 2nd, #8 Goux 3rd
- Voiturettes faster than Targa heavy cars



[La Stampa Sportiva]

May 29, 1910	Copa Catalunya Circuito de Levante, 14,938 km x 22 laps = 328,636 km	1 st
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- 3rd edition of the Catalan Cup
- *Coupe de l'Auto* regulation
- 11 entrants, 9 starters, 4 finishers
- Goux mechanic: Duvernoy
- Winner: #3 Goux - #6 Giuppone 2nd



Goux with mechanic Duvernoy [Ilustració Catalana]

Jun 12, 1910	Béthane hillclimb 13 km, 3% -12% gradient	3 rd
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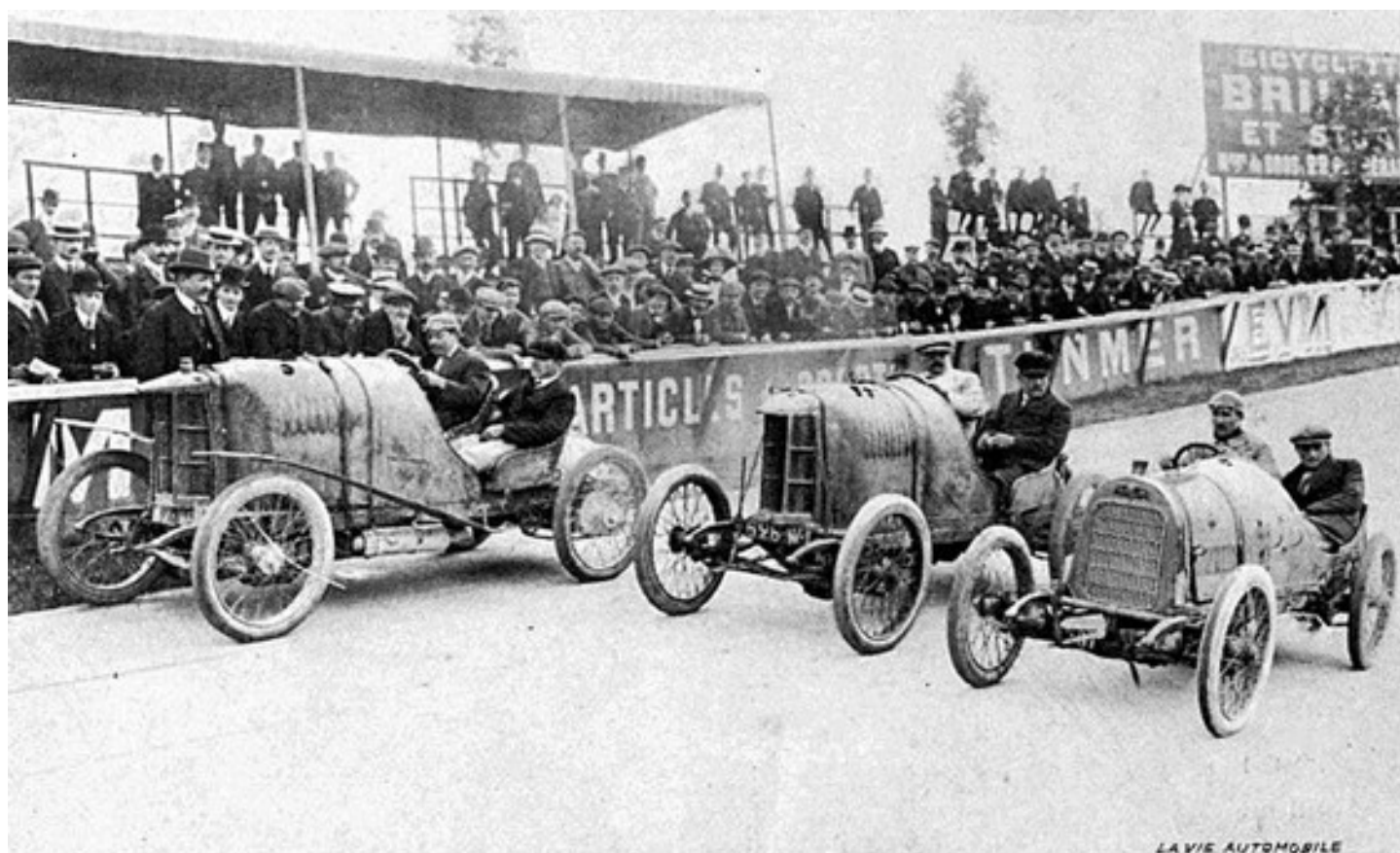
- 6th edition
- 30 km from Liège, Belgium
- *La Meuse Cup*: points race based on car weight, avg speed, engine displacement and time
- Departure: Béthane. Arrival: Baraque St. Michael. Difference in altitude: 455 m
- 58 entries
- Classes: Closed Cars, Touring Cars (2 categories), Voiturettes and Racers (2 categories)
- Voiturette class – Giuppone 1st, Boillot 2nd, Goux 3rd

Jun 26, 1910	Val Suzon hillclimb 3,800 m, 4%-9% gradient	3 rd
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- Entrants: 15 motorcycles (4 categories) + 30 cars (14 categories)
- FTD: Gasté (Rossel) 13th/bis category
- 4th/bis category - Boillot 1st, Giuppone 2nd, Goux 3rd

Jun 28, 1910	Match Giuppone-Boillot-Goux Parc des Princes velodrome, Paris	1 st
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- Sporting/artistic event organized by the newspaper *Comoedia*
- 2 voiturette races:
 1. **First race** – Giuppone 1st, Boillot 2nd, Goux 3rd
 2. **Second race** – Goux 1st, Boillot 2nd, Giuppone 3rd
- Point system: 3 points to the 1st, 2 points to the 2nd, 1 point to the 3rd
- Final standings: tie (4 points each)



Giuppone, Boillot and Goux [La Vie Automobile]

Jul 14-19, 1910	Ostende Automobile Week Ostende, Belgium	2 nd /3 rd
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- 2 Classes: Touristes (16 entries) and Vitesse (21 entries), both with categories based on engine displacement
- Lion-Peugeot entered 3 cars in the Vitesse class, 2nd category (voiturettes, max 2200 cc): #3 Giuppone (1 cyl 100x250), #4 Boillot (1 cyl 100x250), #5 Goux (2 cyl 80x192)
- Races:
 1. Jul 15 – **20 km race**
 - Ostende-Wenduyne-Ostende, 10+10 km
 - FTD: Camille Jenatzy (Mercedes) 8th category, 8m52.4s
 - 2nd category: Boillot 1st (10m25.2s), Giuppone 2nd, Goux 3rd
 2. Jul 16 – **Standing kilometre**
 - on the *Route Royale* - the distance had to be traveled in both directions. The final ranking was based on the average round trip times
 - FTD: Camille Jenatzy (Mercedes) 8th category, 31.4s
 - 2nd category: Giuppone and Boillot 1st dead-heat (43.2s), Goux 3rd
 3. Jul 16 – **Flying kilometre**
 - on the *Route Royale* - the distance had to be traveled in both directions. The final ranking was based on the average round trip times
 - FTD: Camille Jenatzy (Mercedes) 8th category, 20.8s (180 km/h avg, acclaimed as new WR)
 - 2nd category: Boillot 1st (32.8s), Goux 2nd, Giuppone 3rd
 4. Jul 16 – **Flying 500 m**
 - During the flying kilometre race, the last 500 meters were timed and a separate ranking was made
 - 2nd category: Giuppone and Boillot 1st dead-heat (17.2s), Goux 3rd

Jul 20-21, 1910	Boulogne Automobile Meeting Franchomme Cup + Caraman-Chimay Cup	3 rd
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- 6th edition
- 2 Classes: Touristes (8 categories based on engine displacement) and Vitesse (4 categories)
- Jul 20 - **Franchomme Cup**
 - 7 km race between Coquelles and Saint-Inglevert
 - flying start
 - FTD: Camille Jenatzy (180 HP Mercedes) 2m55.2s (144 km/h avg)
 - Racing voitures – Boillot 1st (4m9.4s), Giuppone 2nd, Goux 3rd
- Jul 21 - **Caraman-Chimay Cup**
 General standings based on the sum of the times of 3 races:
 1. **3 km race**
 - between Colembert a La Capelle
 - standing start
 - FTD: Ferriol Jenatzy (Pipe) Touristes class
 - Racing voitures – Boillot 1st (1m53.2s), Giuppone 2nd, Goux 3rd
 2. **standing mile hillclimb**
 - between Bainethun a Mont-Lambert
 - standing start
 - FTD: Camille Jenatzy (180 HP Mercedes) 1m16s
 - Racing voitures – Boillot 1st, Giuppone 2nd, Goux 3rd
 3. **300 m hillclimb**
 - standing start from *Porte-Gayole*
 - FTD: Camille Jenatzy (180 HP Mercedes) 14.2s
 - Racing voitures – Giuppone 1st, Boillot 2nd, Goux 3rd

Sep 4, 1910	Ostende Voiturette Cup Litoral circuit, 33,400 km x 12 laps = 400 km	R
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- Ostende Meeting, 2nd edition
- **Coppa Willame + Coppa Liedekerke** (4 cyl cars, max bore 106 mm, min weight 950 kg - winner: Coosemans on Excelsior)
- **Ostende Cup** (4 cyl cars, max bore 90 mm, min weight 850 kg - winner: Coosemans on Excelsior)
- **Ostende Voiturette Cup**
 - *Coupe de l'Auto* regulation: 1 cyl max bore 100 mm, 2 cyl max bore 80 mm, 4 cyl max bore 65 mm
 - 8 entries, 6 starters, 3 finishers
 - Winner: Zuccarelli (Hispano Suiza) – Boillot 2nd, Giuppone and Goux retired

Sep 18, 1910	Coupe de l'Auto Boulogne circuit, 37,875 km x 12 laps = 454,500 km	2 nd
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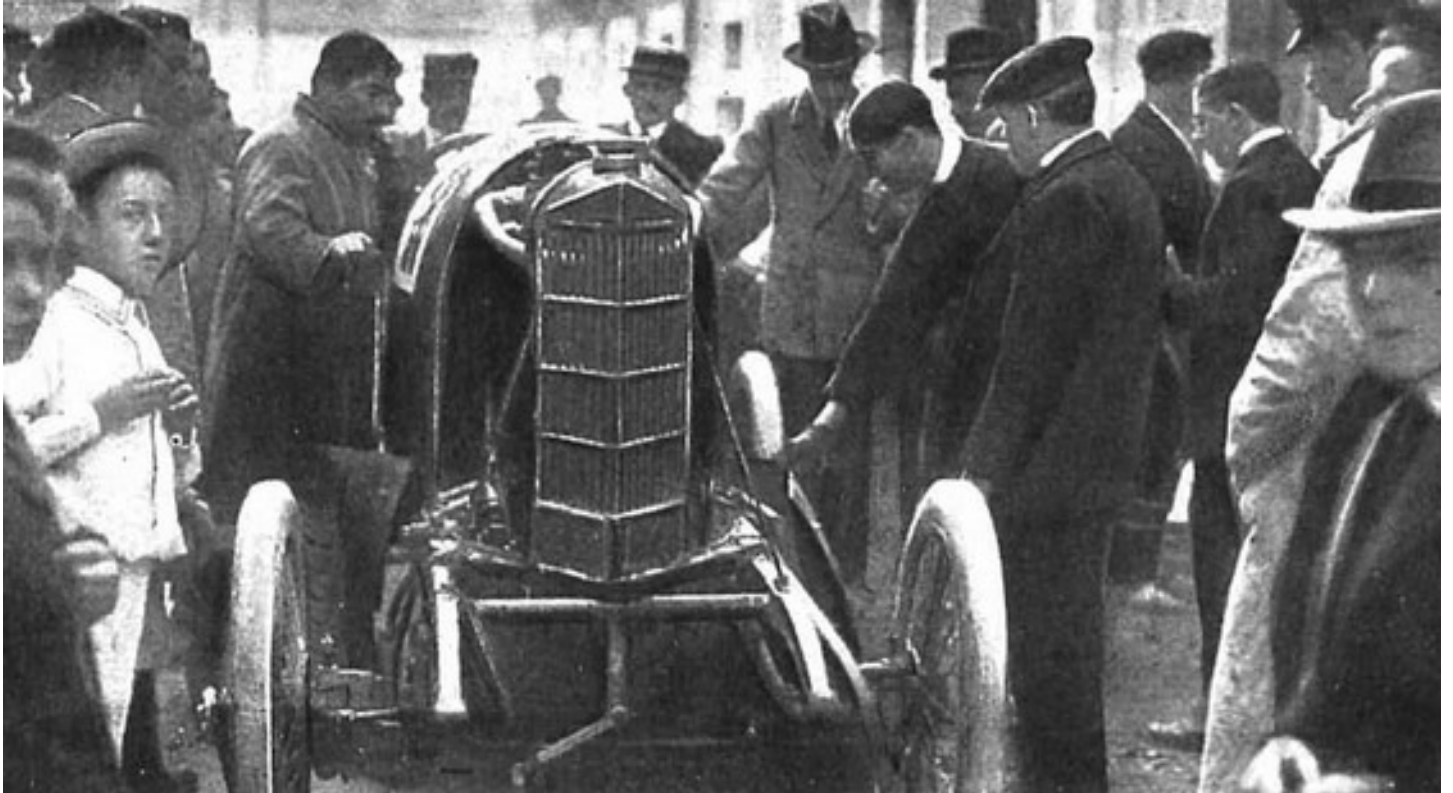
- 6th edition
- New Lion-Peugeot racers: 4 cyl 65x260 (Giuppone and Boillot), 2 cyl 80x280 (Goux)
- Giuppone's fatal crash during testing (Sep 16)
- 17 entries, 14 starters, 6 finishers
- Winner: #2 Zuccarelli (Hispano Suiza) - #16 Goux 2nd, #12 Boillot 4th



Goux and Duvernoy [Agence Rol - Bibliothèque Nationale de France]

Sep 26/28, 1910	San Sebastián Automobile Meeting San Sebastián, Spain	1 st
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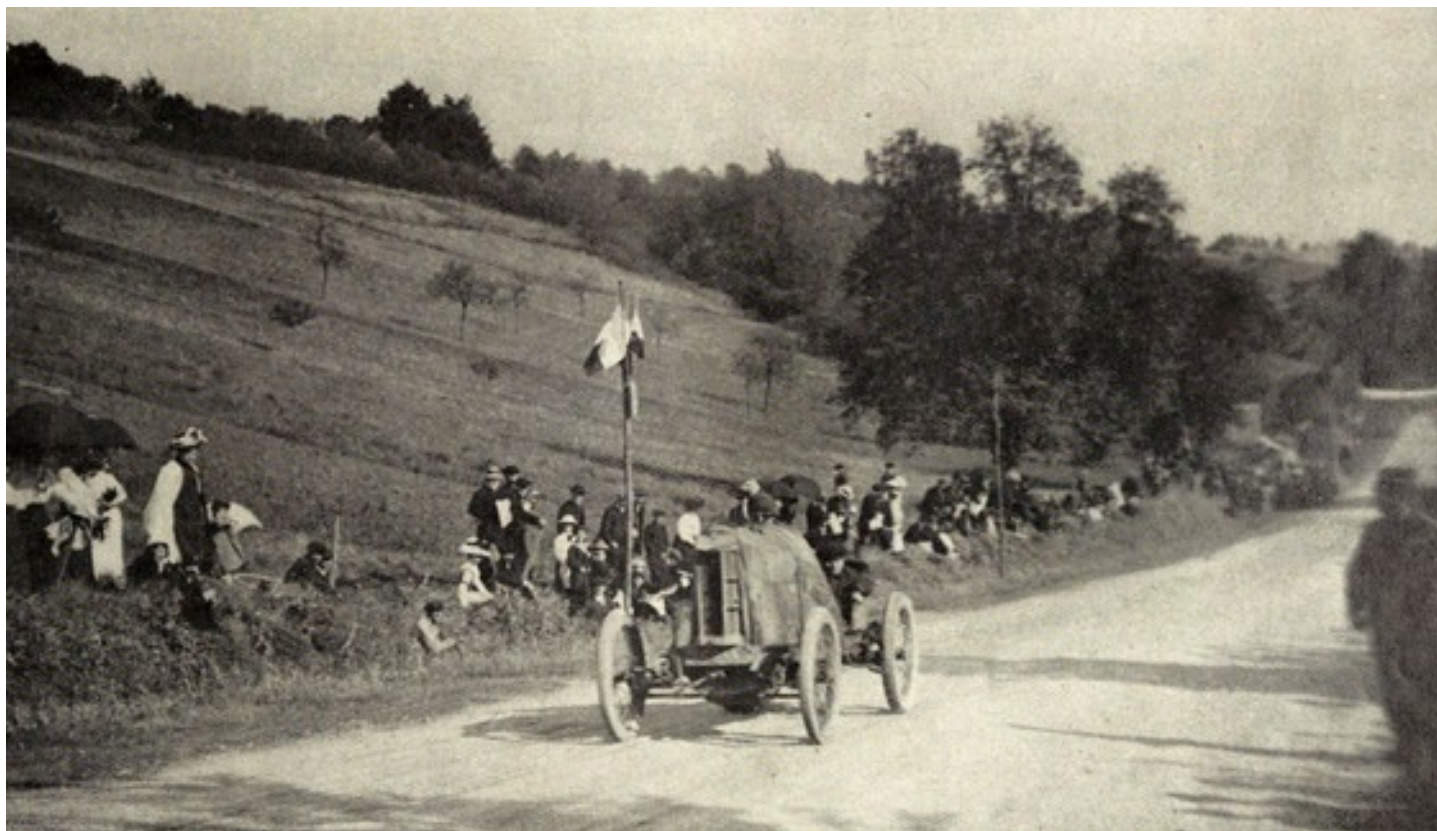
- Sep 26 – **Flying kilometre** between Villabona and Irura
Coupe de l'Auto category – Winner: Goux
- Sep 28 – **Monte Igueldo hillclimb**
Coupe de l'Auto category – Winner: Goux



Jules Goux explaining to King Alfonso XIII of Spain the engine of his Lion-Peugeot car with which he won the first prizes of its category in the Flying Kilometre and Monte Igueldo races [Nuevo Mundo]

Oct 2, 1910	Gaillon hillclimb 1 km, 10% avg gradient, flying start	1 st
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- 12th edition
- Categories: Motorcycles, Tourist cars, Voiturette racers
- 47 entries
- Goux on Lion 2 cyl 80x280; Boillot on Lion 1 cyl 100x270 (4 cyl engine broke during testing)
- Voiturette racers category – Winner: #82 Goux - #80 #81 Boillot 2nd and 3rd



Goux climbing the Sainte-Barbe hill at Gaillon [La Vie Au Grand Air, 1910]

Oct 9, 1910	Coupe de Normandie Caen - 61,600 km x 5 laps = 308 km	1 st
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- *Coupe de l'Auto* regulation
- 9 entries, 3 starters, 2 finishers
- Goux on Lion 2cyl 80x280, Boillot on Lion 4 cyl
- Winner: Goux – Boillot 2nd

May 21, 1911	Limonest hillclimb 3,740 km, 7% avg gradient	1 st
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- 6th edition
- Classes: Touristes (5 categories) and Vitesse (9 categories)
- FTD: Deydier (Cottin Desgouttes) beats prev Colomb (Mors) record
- Vitesse, 2nd category (2 cyl 76-95 mm bore, 4 cyl 61-75 mm bore, 6 cyl max 65 mm bore) – Winner: Goux on Lion 4 cyl 65x260

Jun 25, 1911	Coupe de l'Auto Boulogne circuit, 51,984 km x 12 laps = 623,808 km	R
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- Known also as *Grand Prix de Boulogne-sur-Mer* or *Coupe des Voitures Légères*
- Lion-Peugeot first light car racer
- Regulation: 4 or 6 cyl engines, max 3 lt, 800 kg min weight
- 44 entries, 31 starters, 13 finishers
- Winner: #10 Bablot (Delage) - #4 Boillot 2nd, #22 Goux retired, #43 Hanriot retired, #33 Zuccarelli retired



[Agence Rol - Bibliothèque Nationale de France]

Jul 14, 1911	Nancy hillclimb 1 km	1 st
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- Motorcycles (3 categories), Touring cars (6 categories) and racers (6 categories)
- Vitesse, 2nd category – Winner: Goux

Aug 6, 1911	Mont Ventoux hillclimb 21,600 km, 8-9% avg gradient	1 st
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- 10th edition
- Motorcycles (2 categories) and Cars (8 categories)
- FTD: Deydier (Cotting Desgouttes) [cat. 6 bis] 19m 45.4s
- 2nd category – Winner Goux (2 cyl Lion)
- Boillot on 4 cyl 1st in the 3rd category



[Agence Meurisse - Bibliothèque Nationale de France]

Sep 3, 1911	Ostende Voiturette Cup Litoral circuit, 33,400 km x 10 laps = 334 km	1 st
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- Ostende Meeting, 3rd edition
- 12 entries, 10 starters
- 4 Cups run simultaneously:
 - **Liedekerke Cup** (4 cyl cars, 75x120 mm – 12 laps) - winner: Verhaeren (Fondu)
 - **Willieme Cup** (4 cyl cars, max 3 lt. - 10 laps) and **Ostende Cup** (4 cyl cars, bore regulation – 10 laps) – winner Boillot (Lion-Peugeot)
 - **Ostende Voiturette Cup** (10 laps)
 - *Coupe de l'Auto* regulation: 1 cyl max bore 100 mm, 2 cyl max bore 80 mm, 4 cyl max bore 65 mm
 - #19 Goux only entry
 - Winner: Goux



[Agence Meurisse - Bibliothèque Nationale de France]

Oct 1, 1911	Gaillon hillclimb 1 km, 10% avg gradient, flying start	1 st
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- 12th edition
- Touristes: 3 motorcycle categories, 15 car categories; Vitesse: 2 motorcycle categories, 3 car categories
- ~80 entrants
- FTD: #91 Gasté (Rossel) 32.8"
- Vitesse, Voiturettes – winner: #80 Goux (Lion-Peugeot 2 cyl 80x280) 43"
- #71 Zuccarelli (Lion-Peugeot) 2nd Vitesse class, light car category; #29 Boillot (Lion-Peugeot 4 cyl 78x156) 2nd Touriste class, 5th category (4 cyl, max bore 80 mm)



[Agence Meurisse - Bibliothèque Nationale de France]

Jun 25-26, 1912	Grand Prix de l'A.C.F. Dieppe circuit, 77 km x 20 laps = 1540 km	R
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- 2-day race
- GP ACF (formule libre) and Coupe de l'Auto (min 4 cyl, max 3 lt, min weight 800 kg) run at the same time
- 57 entries total, 46 starters, 13 finishers
- Goux mechanic: Emile Bégin
- GP ACF: winner: #22 Boillot - #13 Goux disqualified day 1 (refuelling away from pits), #45 Zuccarelli retired day1. Coupe de l'Auto: #47 Thomas (Lion-Peugeot) retired day 1



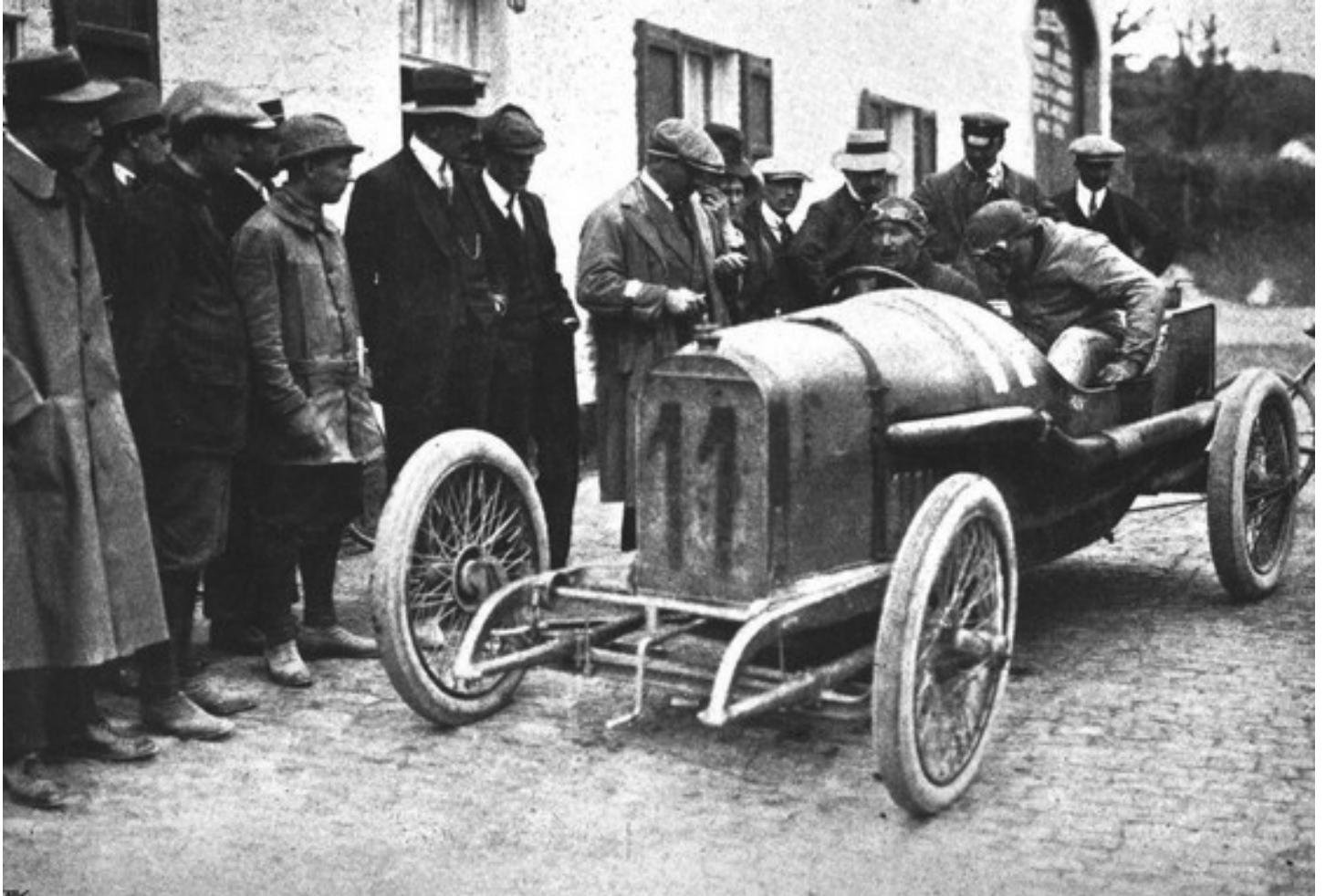
[Agence Rol - Bibliothèque Nationale de France]

Jul 7, 1912	Val Suzon hillclimb 4,800 km	1 st
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- Motorcycles (8 categories) and Cars (19 categories)
- FTD: Goux (12th bis category) 2m 27s – new record

Jul 20-21, 1912	Coupe du Royal Automobile Club de Belgique Dinant circuit, 48,300 km x 24 laps = 1159,200 km	5 th
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- 2-day race
- Regularity race – team contest – min avg speed based on engine displacement
- Open to cars between 2 to 4.5 lt.
- 33 entries, 26 starters
- Lion-Peugeot 3 lt. - #11 Goux, #20 Zuccarelli (retired day 2), #27 Thomas
- Final standings: 1st Hermes-Mathis and Minerva 72 points, 3rd Mercedes 71 points, 4th Opel 70 points, 5th Lion-Peugeot 66 points



[Allgemeine Automobil-Zeitung]

Sep 9, 1912	Coupe de la Sarthe Le Mans circuit, 54 km x 12 laps = 648 km	1 st
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- 2nd edition
- Coupe de la Sarthe (formule libre) and Grand Prix de France (max 3 lt.) run at the same time
- **Coupe de la Sarthe** (8 entries, 4 starters)
 - Peugeot team (Peugeot L-76 110x200): #27 Goux, #32 Boillot
 - Winner: Goux (1st absolute) – Boillot retired
- **Grand Prix de France** (19 entries, 16 starters)
 - Lion-Peugeot team (Lion-Peugeot L3 78x156): #3 Thomas, #13 Zuccarelli
 - Winner: Zuccarelli (2nd absolute) – Thomas retired



[Agence Rol - Bibliothèque Nationale de France]

Mar 24, 1913	Brooklands Easter Monday Meeting Brooklands track	1 st / 2 nd
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- Goux on Peugeot L-76 with streamlined body
- Handicap races:

1. 100 m.p.h. Short Handicap (5.75 miles)	Goux 1 st
2. 100 m.p.h. Long Handicap (8.5 miles)	Goux 2 nd
3. Easter Sprint Race (2 miles handicap)	Goux 2 nd

Mar 27, 1913	Brooklands short-distance World Records Brooklands track	WR
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- Peugeot gains all the Brooklands standard class records for the 40 HP R.A.C. rating class and established new records in the Brooklands Cubic Capacity Class G (for cars up to 7784 cc. engine capacity). It also beat the long distance records of classes H and J.

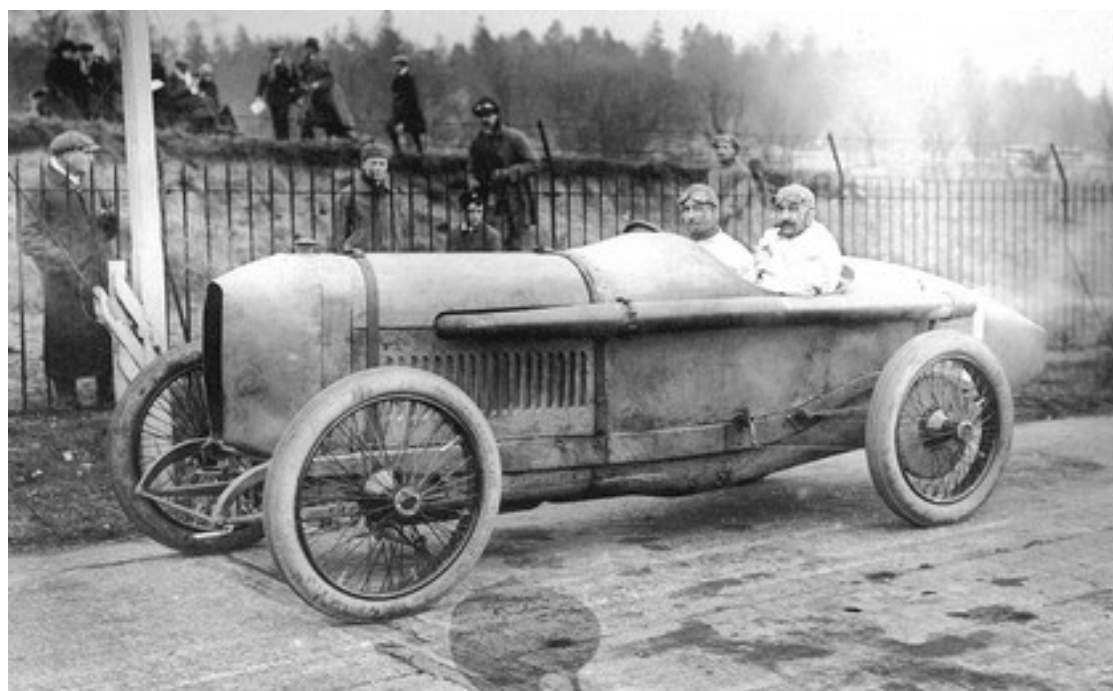
1. Half-mile record	Goux new WR
2. 1 kilometre record	Goux new WR
3. 1 mile record	Goux new WR
4. 10 laps record	Goux new WR

Apr 1, 1913	Brooklands 6-hour World Records Brooklands track	-
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- Goux assisted by Georges Boillot went after the World 6-hour record - engine failure

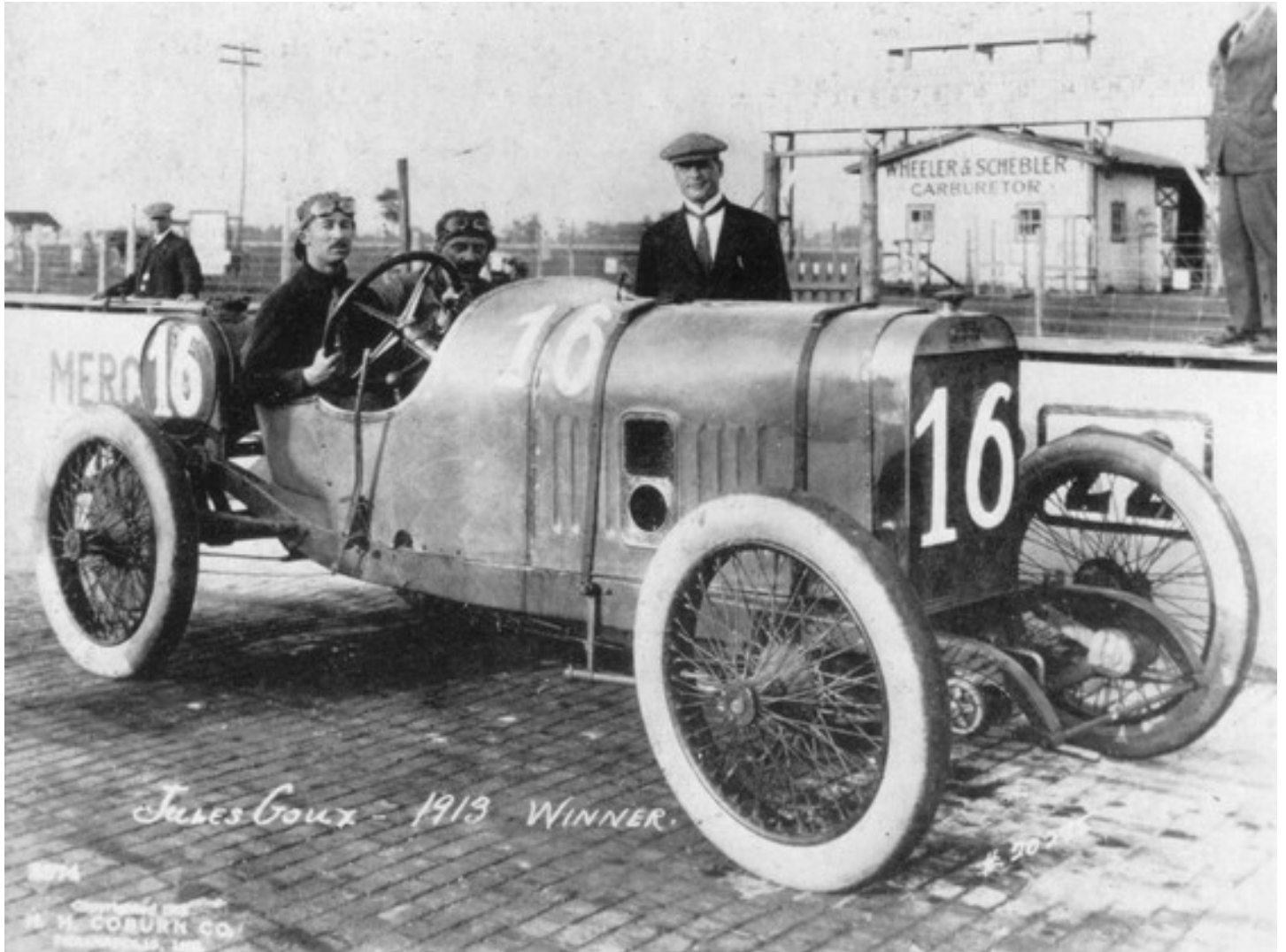
Apr 12, 1913	Brooklands long-distance World Records Brooklands track	WR
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- | | |
|---------------------|-------------|
| 1. 50 miles record | Goux new WR |
| 2. 100 miles record | Goux new WR |
| 3. 150 miles record | Goux new WR |
| 4. 1 hour record | Goux new WR |



May 30, 1913	International 500-Mile Sweepstakes Race Indianapolis Motor Speedway, 4 km x 200 laps = 800 km	1 st
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- 3rd edition
- 31 entries, 27 starters, 10 finishers
- Goux mechanic: Emile Bégin
- Winner: #16 Goux (Peugeot 7.4 lt) – #45 Zuccarelli retired



Jul 12, 1913	Grand Prix de l'A.C.F. Picardie circuit, 31,621 km x 29 laps = 917,009 km	2 nd
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- 5th edition
- Regulation based on fuel consumption, 20 lt for 100 km – min weight: 800 kg, max weight: 1100 kg
- Zuccarelli: fatal crash during pre-race test
- 20 entries, 20 starters, 11 finishers
- Goux mechanic: Emile Bégin
- Winner: #8 Boillot (Peugeot 100x180 mm, 5655 cc) – #14 Goux 2nd, Delpierre retired



Sep 21, 1913	Coupe de l'Auto Boulogne circuit, 51,984 km x 12 laps = 623,808 km	2 nd
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- Regulation: min 4 cyl, max 3000 cc, max 900 kg
- 26 entries, 17 starters, 7 finishers
- Winner: #8 Boillot (Peugeot 3 lt. 78x156) - #19 Goux 2nd, #26 Rigal 5th



[Automobile Quarterly]

Oct 4, 1913	Brooklands Autumn Meeting Brooklands track	-
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- Goux on Peugeot 3 lt. 78X156 with a streamlined tail added
- Handicap races:

1. 100 m.p.h. Short handicap (5.75 miles)	Goux did not finish in the top four
2. 100 m.p.h. Long handicap (8.5 miles)	Goux did not finish in the top four

Oct 9, 1913	Brooklands short-distance World Records Brooklands track	WR
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- Category: 16 HP and Class E

1. Half-mile record	Goux new WR
2. 1 kilometre record	Goux new WR
3. 1 mile record	Goux new WR
4. 10 laps record	Goux new WR

May 30, 1914	International 500-Mile Sweepstakes Race Indianapolis Motor Speedway, 4 km x 200 laps = 800 km	4 th
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- 4th edition
- 45 entries, 30 starters, 13 finishers
- Winner: #16 René Thomas (Delage) - #14 Duray 2nd, #6 Goux 4th, #7 Boillot retired



[Indianapolis Motor Speedway Museum]

Jul 4, 1914	Grand Prix de l'A.C.F. Lyon circuit, 37,631 km x 20 laps = 752,620 km	4 th
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- 6th edition
- Regulation: max 4.5 lt, max 1100 kg
- 41 entries, 37 starters, 11 finishers
- Winner: #28 Lautenschlager (Mercedes) - #19 Goux 4th (Peugeot 92x169, 4494 cc, 110 HP @ 2600 rpm), #32 Rigal 7th, #5 Boillot retired



[La Science et la Vie]