MERZOUGA 1000
SPORTING REGULATIONS
CAR / TRUCK
2027

April 18 – 23, 2027

Table of contents

Table of contents 2
Article 1 : Presentation 3
Article 2 : Eligible Vehicles 4
Article 3 : Regulations 5
Article 4 : Driver Entry - Rates - Registration – Fees 5
Article 5 : Équipment 8
Article 6 : Technical and Administrative Scrutineering of Vehicles 11
Article 7 : Identification of Participants and Vehicles 11
Article 8 : Insurance 12
Article 9 : Roadbook - Navigation 14
Article 10 : Running of the Rally 15
Article 11 : Speed Control Zone 18
Article 12 : Time Controls 20
Article 13 : Time Card 21
Article 14 : Maximum Time – Allotted Time 22
Article 15 : Closure of Passage Controls 23
Article 16 : Refueling / Service Assistance 23
Article 17 : Bivouacs, Service Parks 24
Article 18 : Protests-Appeals-Withdrawals-Accidents-Forfeits-Penalties 25
Article 19 : Personnal Data 28
Article 20 : Media Coverage and Image Rights 29

REMINDER: *The French version remains, under all circumstances, the official version of the regulations. Translations are provided solely to assist competitors with their preparation; therefore, in the event of any dispute regarding translation or interpretation, only the French version will be considered and enforced*

Article 1 : Presentation

1-1 Definition

The **MERZOUGA 1000 Rally** is organized by the *Association 4C Cross Country Chrono Classic* under the auspices of the Moroccan Ministry of Sport and the Royal Moroccan Automobile Federation (FRMSA). It incorporates so-called "CLASSIC" vehicles under the 4C format (#CROSS COUNTRY CHRONO CLASSIC).
The CARS and TRUCKS categories described in Article 2 are admitted.

1-2 Date, location and program

The 4th edition of the **MERZOUGA 1000 Rally** will take place from **April 18 to 23, 2027**, in MOROCCO.
It will consist of 5 stages covering a total of 3,200 timed kilometers on off-road tracks.

- August 2026: Route presentation
- November 1, 2026: Registrations open
- February 2027 : Route validation
- April 8, 2027: Entries close for all admitted categories
- April 18, 2027: Publication of the entry list and starting order for Stage 1

Dates are subject to change. The event is organized subject to potential alterations or cancellations of air and sea transport, sufficient registration numbers, or decisions by the Moroccan government.
In the event of a postponement due to a government decision, entries will be rolled over to the following edition, minus the expenses already incurred by the organizer. Any health/sanitary measures imposed by the French or Moroccan governments are beyond the Organization's control and must be adhered to.

1-3 Organizing Committee

- Rally Director & Competitors' Relations Officer: **Philippe REY**
- Clerk of the Course (Cars / Bikes / Trucks): **Mahmoud ESSOUSSI**
- Chief Technical Scrutineer (CAR): **Christian ALLOIN**

1-4 Organizer Address and Contact

4C Cross Country Chrono Classic
Association Reggistration : RNA W132010325
674 chemin du Marais F - 13550 Noves
Phone : +33 6 03 01 09 74
Email : competitors@merzouga1000.com
Webite : https://merzouga1000.com

Article 2 : Eligible Vehicles

2-1 Eligible CAR Categories

- **PIONNIER** : Vehicles from 01/01/1978 to 12/31/1989
- **CLASSIC** : Vehicles from 01/01/1990 to 12/31/1999
- **OPEN YOUNGTIMER** : Vehicles from 01/01/2000 to 12/31/2010 2010
- **DESERT ONE** : Vehicles built prior to 2020

The PIONNIER and CLASSIC categories include the following vehicle types:

- **C1** : Series Production All-Terrain Vehicles
- **C2** : Improved Series Production All-Terrain Vehicles
- **C3** : Prototype All-Terrain Vehicles

The OPEN YOUNGTIMER category applies to vehicles of historic interest built prior to 2010.
However, a new category reserved for newer vehicles may be created.
>> Entry subject to application review; acceptance is at the sole discretion of the organizing committee.

The DESERT ONE category applies to 2-wheel-drive buggy-type vehicles built prior to 2020.
However, a new category reserved for newer vehicles may be created.
>> Entry subject to application review; acceptance is at the sole discretion of the organizing committee.

2-2 Eligible TRUCK Categories

C4 : All-Terrain Trucks : Vehicles built prior to 12/31/1999

2-3 Definition of Categories

➢ Series Production Cars (Categories C1 and C2):
Vehicles for which regular series production of a specific quantity of identical units within a given timeframe has been certified at the manufacturer's request, intended for normal retail sale to customers. Vehicles must be sold in compliance with their homologation form.
These vehicles may have a maximum of 6 wheels.

➢ Competition Cars (Category C3:
Bespoke-built vehicles constructed exclusively for competition.

➢ Camions (catégorie C4) :
Vehicles with a gross vehicle weight rating exceeding 3,500 kg, having a maximum of 8 wheels and a minimum of 4-wheel drive.

All automatic tire inflation/deflation systems are authorized, provided they were used during the relevant historical reference period.

Article 3 : Regulations

Supplementary Regulations for Cars / Trucks (PIONNIERS CROSS COUNTRY CHRONO-CLASSIC):

All competitors must present the following original and valid documents:
- Valid driver's license
- International racing license for non-residents
- Moroccan racing license for residents
- FFSA Circuit/Speed license with permission from their ASA to compete abroad

A temporary competition license (title of participation) can be taken out on-site via the FRMSA *(competitors must provide a medical certificate stating no contraindication to practicing motorsport).*

Any natural person of any nationality, aged over 18, and holding a valid driving license corresponding to the category of their entered vehicle is eligible and considered as a driver/co-driver.
Every registered person on Rallye MERZOUGA 1000 must comply with the administrative requirements demanded upon entry.

Article 4 : Driver Entry - Rates - Registration – Fees

4-1 Entry procedure

Applicants must submit their registration using the official entry form:

- Downloadable from the official website: https://merzouga1000.com
- Available on the SPORTITY app
- Or by email request to: competitors@merzouga1000.com.

Anyone wishing to participate must send the completed entry form to the rally secretariat, along with the entry fees, providing the following information:

- For each crew/team member (driver, co-driver, mechanic, driver, or other):
    - Full name (Surname, First name), nationality, address, phone number
    - Passport details: number, date of birth, issue date, expiry date, issuing authority/
- For the driver:
    - Driver's license
    - Vehicle registration document (logbook/carte grise)
    - Vehicle insurance certificate.

4-2 Entry Fees

To be considered by the Organization, the entry request must state the exact full names of the participants, bear the handwritten mention "*Read and approved*" ("lu et approuvé"), and be signed. It must be accompanied by proof of the bank transfer required as a registration deposit. Any application arriving without the requested deposit will not be accepted.

By signing the entry application, the crew agrees to abide by the rules of the MERZOUGA 1000 Rally and accepts all its provisions.

Payment must be made to the *Association 4C* bank account before the stated deadline:

Account Holder: **4C Cross Country Chrono Classic**
IBAN : FR76 1460 7002 4571 2132 2821 121
BIC : CC BF RP PM AR

Entry fees include:
- Sporting rights/entry for participants
- Organizer's Third-Party Liability Insurance
- Medical assistance
- Roadbooks
- Identification wristbands
- Meals at bivouacs/hotels (half-board) at official lodging locations
- Closing awards gala dinner
- Prize-giving ceremony
- Water refilling points along the stages
- Vehicle stickers for access to bivouacs and service areas
- For service crews: authorization to service competing vehicles within designated service areas

Entry fees do not include:
- Round-trip transportation of participants and vehicles to/from Morocco
- Transportation of retired/withdrawn competitors without vehicles
- The mandatory FRMSA sporting license for competitors
- Mandatory individual repatriation insurance
- Fuel
- Mechanical assistance
- Rental of the Stella 3 EVO tracking/safety unit
- Purchase of power cables, antennas, and mounting brackets for all onboard systems
- Personal expenses

- Visa fees
- Rental of satellite phones or other communication devices
- Accommodation before and after the rally
- Meals and drinks outside official locations
- Any item not explicitly mentioned as included above.

4-3 Rates

These rates apply to any registration completed **before 01/01/2027**. After this date, please consult the website.

- **Car - truck** :
  > Entry fee for 1 vehicle: €3,640
  >Per crew member: €1,200
- **Assistance** :
  > Entry fee for 1 car: €780
  > Entry fee for 1 van: €980
  > Entry fee for 1 truck: €1480
  > Entry fee for 1 motorhome/camper: €1180
  > Per crew member: €1,200

4-4 Invoicing

Following registration, the Association 4C Cross Country Chrono Classic will issue a single invoice detailing all paid services upon receipt of the entry form and full payment.

4-5 Refund Policy

In the event of withdrawal, the participant must notify the MERZOUGA 1000 secretariat by registered mail with return receipt requested to prevent any disputes.
Before February 18, 2027: Sums paid will be refunded, minus justified administrative and operational expenses already incurred by the Organizer.
From February 18, 2027 onward: No refunds will be granted, and the competitor will remain liable for the full entry fee amount.
If the event is canceled by the Organizer for reasons other than *force majeure* or government/administrative rulings, participants will be entitled to a refund of sums paid, less any services already actually rendered.
In case of postponement due to *force majeure*, administrative rulings, safety concerns, exceptional weather conditions, or external circumstances rendering the event impossible or hazardous, the entry will be carried over to the newly proposed date. If the competitor cannot attend on the rescheduled date, they may request a refund of paid amounts, minus duly justified non-recoverable expenses.

4-6 Refusal of Entry

The Organizer reserves the right to decline any entry on objective grounds relating in

particular to safety, administrative or technical compliance, capacity limits, adherence to regulations, relevant sporting history, or logistical constraints.
Any refusal notice will be communicated to the candidate within a reasonable timeframe. If entry is rejected prior to administrative scrutineering, amounts paid will be refunded, excluding reasonable, justified administrative costs already incurred.
Refusal may not be based on discriminatory grounds or reasons alien to the sporting, logistical, or safety requirements of the rally.
The Organizer may also take into account other criteria deemed relevant, without obligation to justify such decisions.
To guarantee optimal competitive conditions, the number of entries accepted into the MERZOUGA 1000 is limited across all categories (including assistance crews), with the *Association 4C Cross Country Chrono Classic* acting as sole judge.
Competitors refused a start following administrative and technical scrutineering due to vehicle non-compliance or incomplete paperwork will not be entitled to any refund of entry fees.

Article 5 : Équipment

5-1 Mandatory Equipment

VEHICLE

- Roll cage
- Roll cage padding foam
- Fuel tank providing a range of at least 400
- Safety compartment / box
- Non-return check valve
- External and internal circuit breakers, clearly marked
- Breather / aviation-grade hose
- Battery tray / bracket / battery terminal protection
- Bucket seats
- Bucket seat mounts
- Homologated 6-point harness
- Window protection nets
- Automatic fire extinguisher with location sticker
- 2 manual fire extinguishers (minimum 2 kg) easily accessible by driver and co-driver
- 2 front towing eyes and 1 rear towing eye, marked in red
- Hood and tailgate pins / fasteners
- Racing lights
- 2 spare wheels
- Jack
- Mud flaps

DRIVER EQUIPMENT

- ECE-standard helmet for driver and co-driver
- HANS device (mandatory to wear)
- Fireproof overalls / balaclava / boots per person
- Fireproof underwear recommended
- Fireproof gloves
- Mobile phone

The use of harnesses complying with the FIA 8853/98 or 8853-2016 standard is mandatory. It must be used in its original configuration without modification or removal of parts, and in accordance with the manufacturer's instructions. Belts must be replaced after any severe collision, or if they are cut, frayed, or if the webbing is weakened. Two belt cutters must be permanently onboard the vehicle and must be easily accessible by both the driver and the co-driver seated in their seats with their harnesses fastened. The HANS device (Head and Neck Support) is mandatory safety equipment attached to the helmet and placed under the harness to limit head movement during impacts.

UNBOGGING / RECOVERY EQUIPMENT

- 2 sand recovery tracks / boards
- 2 shovels
- 2 towing straps (6-ton / 9 m) with shackles

MEDICAL & SURVIVAL

- First Aid Kit (see dedicated section below)
- At least 1 mobile phone inside the cockpit
- 1 reflective warning triangle
- 1 pair of motorcycle goggles or ski mask per person
- 1 high-visibility vest per person
- 1 headlamp per person
- 3 liters of non-alcoholic drink per person with a drinking straw/tube to hydrate during stages
- 5 liters of water in an easily accessible jerrycan

All equipment must be securely fastened inside the vehicles so that it poses no danger to the occupants.

5-2 Medical Equipment to Carry in Personal Luggage

Each participant (competitors and service crew) must carry mandatory basic first aid medical items in their luggage, including:

- Disinfectant eye drops (such as Biocidan, Désomédine, or equivalent)

- Analgesic/ painkiller (paracetamol or equivalent)
- Antispasmodice (such as Spasfon)
- Anti-emetic / anti-vomiting medication (such as vogalène ou Motylioc)
- Antidiarrheals;
  - Bowel motility decelerator (such as Imodium or Loperamide)
  - Intestinal antiseptic/absorbent (such as Tiorfan)
- Bandages and sterile gauze pads
- Skin desinfectant (such as Bétadine)
- Anti-friction /soothing cream tube (such as Bépanthène or Nok)
- Broad-spectrum antibiotic (such as Amoxicilline 1g prescribed by a physician)

5-3 Medical Equipment to carry in each vehicle

Each participant (competitors and service crew) must carry mandatory basic first aid medical equipment inside their vehicle, including:

- Adhesive dressings / tape (Mefix or adhesive dressings such as Cosmopor)
- Sterile gauze pads (pack of 5)
- Analgesic / painkiller (paracetamol or equivalent) – 2 tablets of 1g
- Antispasmodic (such as Spasfon) – 2 tablets
- Anti-emetic (such as Vogalène or Motylio) – 2 tablets
- Antidiarrheals :
  - Bowel decelerator (such as Imodium or Loperamide) – 2 capsules
  - Intestinal antiseptic (such as Tiorfan) – 2 capsules intestinal (type Tiorfan)
- Skin desinfectant (such as Bétadine)
- Survival blanket (2.20m x 1.40m)

This equipment, packed inside a small plastic bag, may be inspected during scrutineering.

5-4 Survival Equipment

Each driver must have the following items inside their vehicle:

- A general map of Morocco (Michelin No. 742)
- A signaling mirror
- A flashlight
- A lighter
- An aluminum foil/sheet measuring 2 x 1 meters, for thermal insulation or as a reflective signaling blanket with sunlight
- A reserve of 5 liters of water
- A survival food ration

5-5 Recommended Equipment

- Satellite phone
- Reading / map light
- Jumper cables
- Tent, sleeping bag

5-6 Prohibited Equipment

It is prohibited to carry fuel jerrycans inside the vehicle passenger compartment as well as on the outside.
For all vehicles, filling the fuel tank(s) must under no circumstances require opening the engine hood, and the filler neck/inlet must not be located inside the cockpit.

5-7 Satellite Safety System

Each vehicle must be equipped with the **STELLA 3 EVO** satellite tracking unit. This comprehensive monitoring and safety system is mandatory for all competing vehicles and will be rented exclusively through the company STELLA ANUBE SPORTS.
The unit must be ordered directly from STELLA ANUBE SPORTS. It will be distributed during technical scrutineering and must be returned at the end of the rally.

Article 6 : Technical and Administrative Scrutineering of Vehicles

- Administrative and technical checks will take place on April 17, 2027, from 08:00 to 18:00 at the Hotel Xaluca in Erfoud (Morocco).
  During administrative checks,

- each participant (driver, co-driver, mechanic, driver, etc.) must present:
  - Passport
  - Personal accident and civil liability insurance
  - Individual medical repatriation insurance
  - Medical certificate
- Drivers are required to present:
  - Valid driver's license
  - Vehicle registration document (logbook)
  - Vehicle insurance certificate

Article 7 : Identification of Participants and Vehicles

7-1 Participants

Each participant in the MERZOUGA 1000 Rally (competitors, service crew, organization members, press representatives, race officials) will receive an identification wristband issued during administrative checks. This wristband will be systematically checked by the Organization at all meals, at every service point or service area, and at the entrance to the

prize-giving ceremony.
The wristband, properly worn on the wrist of competitors, mechanics, and service staff, is considered the sole valid pass to access official Rally locations, service areas, and bivouacs.

7-2 Vehicles

Identification numbers and rally plates must be affixed to the vehicle prior to scrutineering and must remain visible throughout the duration of the rally.
Affixing all advertising stickers described on the official layout scheme remains mandatory in all cases. For competitors refusing the organizer's advertising, entry fees will be subject to a 60% surcharge.
Advertisements of a political, religious, or offensive nature are not authorized. Advertising for tobacco or alcohol is prohibited on vehicles, on service equipment, on team clothing, and generally within the rally premises.

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Article 8 : Insurance

8-1 Liability and Aceeptance of Risks

Participants acknowledge that taking part in a rally involves inherent risks, including risks of accidents, material damage, and bodily injury.
Each participant remains responsible for their driving, compliance with the regulations, compliance with applicable laws, the condition of their vehicle, their equipment, and their decisions throughout the event.
The Organizer cannot be held liable for damage resulting from a participant’s misconduct, non-compliance with regulations, violation of applicable laws, or reckless behavior by the participant or their crew/team.

8-2 Civil Liability Insurance

The Organizer declares having taken out a civil liability insurance policy for sporting events in accordance with current legislation, through Axa Maroc. This policy covers the pecuniary consequences of damage caused to third parties by the Organizer or by the competitors in the context of the event. For each competitor, this coverage takes effect when the vehicle enters the grounds of administrative and technical scrutineering, and ends at the finish after the liaison of the final timed section.
In the event of a team's withdrawal or exclusion from the race, this insurance terminates automatically at the end of the relevant stage, at the official passage time recorded at the stage finish control.
This insurance contract under no circumstances covers theft of vehicles, spare parts, etc. The Organizer cannot be held liable under any circumstances in the event of theft occurring in the country crossed by the rally.

This insurance contract does not cover:
- Third-party liability of any driver who does not hold a sporting license
- The competitor's/driver's liability toward another competitor entered in the rally

The Organizing Committee disclaims all liability:
- For the consequences of violations of the laws, regulations, and decrees of the country committed by participants, which must be borne solely by them, subject to mandatory legal and contractual obligations incumbent upon the Organizer.
- In case of cataclysms, riots, or public demonstrations of which competitors and their teams may be victims, the material, financial, and sporting consequences of which must be borne exclusively by them.

Vehicles entered under assistance/service, press, or accompanying V.I.P. status, even if displaying official plates issued by the Organizers, can under no circumstances be considered as competing in the rally and are not covered by the rally's third-party liability policy. They remain under the sole responsibility of their owner.

8-3 Personal Insurance

The Organizer's civil liability insurance does not exempt participants from taking out **mandatory** personal insurance policies: individual personal accident insurance, individual medical **repatriation** insurance, and any policy covering their vehicle, personal belongings, and damage through the insurer of their choice.
Taking out individual repatriation insurance is **mandatory** for every competitor and crew member participating in the rally.
This insurance is declared under the competitor's own responsibility. The competitor is solely responsible for the existence, validity, and extent of their insurance coverage and certifies to the organizer that they hold, throughout the entire duration of the rally, repatriation coverage adapted to their participation in the event.
Any false, inaccurate, or incomplete declaration made to the organizer regarding this insurance is the sole responsibility of the competitor.
In the event that a false declaration, inaccurate declaration, or lack of coverage leads to a refusal or impossibility of assistance or repatriation by the insurer, the resulting consequences cannot engage the liability of the Organizer. It is the responsibility of each participant to inquire about claim and coverage procedures with their repatriation insurance provider.
In the event of an accident, the competitor or their representative must file a written report within 24 hours at the latest with the Clerk of the Course or the Organization, stating the circumstances of the accident as well as the names and addresses of witnesses. In the event of an evacuation, they must hand over their sporting documents so that they can be communicated to their federation.
Competitors must check with their National Federation to determine the guarantees provided by their sporting driver's license.

Article 9 : Roadbook - Navigation

9-1 Roadbook

The official route is defined by the roadbook. It is designed to allow all competitors to complete the selective sections.
The roadbook is created by the Organizer and then validated by the opening crew during route verification. It identifies mandatory passage waypoints (WPV, WPS, DZ, FZ, CP) which must be respected, under penalty of sanctions up to exclusion.
Selective sections are run along a track shown in the roadbook; any other itinerary is prohibited except in cases of *force majeure*.
The roadbook for Stage 1 will be distributed in Erfoud during administrative checks. For subsequent stages, it will be distributed daily starting at 16:00 at Race Headquarters (PC Course).
Following the passage of the organization's opening crew, any roadbook modifications for the following day’s stage will be communicated to competitors upon roadbook delivery and published on Sportity. All questions regarding modifications and the roadbook for the following day's special stage will be addressed during the briefing.
The stage route remains secret until the roadbook is handed over to the crews.
Reconnaissance of any kind is strictly forbidden.
Each crew is responsible for its own roadbook.

9-2 Navigation and Navigation Equipment

Only the route notes of the ongoing event (official roadbook), modifications from the opening crew (which may be integrated into the roadbook), and personal notes from a previous passage are permitted in the vehicle. Carrying maps inside the vehicle is permitted.
Vehicles must be equipped with a STELLA III Evo GPS Tracker storing the official itinerary. This tracker allows the competitor's position on the track to be viewed at all times and enables communication with Race HQ via alerts.
Another fixed, portable, or integrated GPS device, or any device with GPS capabilities, satellite navigation, dead-reckoning, or inertial recording system is permitted. However, this device may only be used to display an emergency track provided by the Organizer, allowing competitors to return to the roadbook route if lost. It must under no circumstances be used to navigate along the roadbook route. Competitors are reminded that only the roadbook is authoritative.
The presence of any unjustified pre-wiring on board the vehicle is prohibited (power supply, antenna, sensors, etc.). The Organizer reserves the right to conduct physical or electronic inspections at any time to verify:

- the proper functioning of mandatory devices;
- the possession of prohibited systems;
- the presence of pre-installations or wiring allowing the subsequent installation of non-

homologated equipment.
Possession or use of any device or system other than authorized ones may result in exclusion. In case of doubt regarding the functionality of an authorized device of an unrestricted model, carrying it may be prohibited.

Article 10 : Running of the Rally

10-1 Event Modifications

The Organizer may modify the route, schedules, control zones, target times, or race instructions whenever such changes are necessary for reasons of safety, weather conditions, track conditions, administrative decisions, *force majeure*, or any external circumstance affecting the proper running of the event.
Modifications will be communicated to participants as quickly as possible via official event channels. They must be proportionate to the situation encountered and must not create an unfair disadvantage between participants.

10-2 Start Lists and Starting Times

Start lists and starting times for each stage will be confirmed on the Official Timings and posted on SPORTITY.

10-3 Briefing

Attendance at briefings is mandatory for at least one member of each crew. The 1st general briefing will take place on 18/04/2027 at 19:00 at the Hotel Xaluca in Erfoud.
Daily briefings during the race will be held at the bivouac every evening.

10-4 Start Area / Closed Park

There will be no Closed Park between scrutineering and the start of the race. The service park remains open/free between technical scrutineering and the race start.

10-5 Starting Order and Race Numbers

If no prologue or super special stage (SS) is contested, the starting order for Stage 1 will follow the order determined by the Organization

10-6 Start of Selective Sections

At the start of Selective Sections, when the vehicle stops in front of the Start Control, the

marshal on duty records the crew's actual starting time (hour, minute, second) on their time card, then counts down 30 seconds, 15 seconds, 10 seconds, and the final 5 seconds one by one. The start signal is then given, which must be followed by the immediate departure of the vehicle.

✓ Stationary positioning for more than 20 seconds on the start line after the starting signal is penalized by two minutes.
✓ Early clocking-in is not permitted.
✓ Any delay in presenting at the start will be penalized at the rate of one minute per minute of delay, until the control closes (i.e., one hour after the ideal starting time of the last competitor). A new start time and order will be assigned to the competitor at the discretion of the post chief following instructions from Race Direction.
✓ If the vehicle cannot leave the Control Zone under its own power, the scheduled penalties will apply.

The start of a Selective Section at the time written on the time card can only be delayed by the marshal in case of *force majeure*.

A false start—especially a start made before the marshal gives the signal—is penalized by a minimum of one minute or an increased time penalty, applied by the Sporting Stewards based on the marshal's report and validated by Race Direction. This penalty does not preclude more severe sanctions that may be imposed by Race Direction, particularly in the event of a repeated offense.

Once the first competitor has started, subsequent crews will depart at 2-minute intervals. Trucks (C4), for safety reasons, will start with a 15-minute gap after the last car.

10-7 The Finish

The rally finishes in Erfoud, Morocco, the official race location. Once parked at the hotel, all vehicles are subject to Parc Fermé rules until the Parc Fermé is opened 30 minutes after the official final classification is published, unless a protest has been lodged.
The Prize Giving Ceremony will take place at the Hotel Xaluca in Erfoud.

If a car cannot be driven, this must be reported to Race Direction, and the members of the crew concerned must still attend the prize-giving ceremony.

10-8 Scrutineering During the Event

Additional checks may be carried out on vehicles during the event, particularly at the finish of all stages, on vehicles whose condition, behavior, observed damage, or apparent characteristics objectively justify technical scrutineering:

> any vehicle showing traces of an accident
> any vehicle whose appearance or handling during previous stages warrants an inspection

by the organizers.

If certain vehicles are deemed to be in too poor a condition to safely continue the event, they may be repaired in the presence of a Scrutineer. In this case, the minutes spent repairing the vehicle will be counted as minutes of lateness on a road section (liaison). The competitor will receive a new start time after the repair, which will incur a penalty. The duration of this repair may under no circumstances exceed the closing deadline of the stage controls.

If a vehicle is found to be too defective, it may be excluded from the race.

10-9 Final Scrutineering

- Upon arrival, vehicles are taken to Closed Park, where checks are conducted to ensure the vehicle is identical to the one presented at initial scrutineering, and to determine whether scheduled penalties or disqualifications should be applied.
- The absence of an identification marking detected at any point in the rally or during final scrutineering will result in disqualification/exclusion from the race or a category reassignment.
- A complete and thorough inspection involving vehicle dismantling may be performed at the finish on the top finishers of each category. These operations will be carried out under the responsibility of the competitors, who must provide the necessary mechanics, tools, and all replacement parts required for reassembly.
  Competitors refusing to submit to this inspection will be excluded from the race.
- Race Direction reserves the right to inspect a vehicle, even in the absence of the entrant competitor.

10-10 Route

The route must be completed in its entirety under pain of penalties. Only paved/tarmac sections specified in the official itinerary are authorized. Chronological validation of each waypoint (WPV, WPS, DZ, FZ, CP) marked in the roadbook guarantees compliance with this itinerary by the crew.
Each point is numbered chronologically in the roadbook and in the GPS.
WPS points are positioned along the route to guarantee correct transit through sensitive areas: Danger 3 (!!!), road crossings, gas pipelines, railways, etc.
In the event of a route change, the list of mandatory waypoints loaded onto the GPS units may be updated automatically upon arrival at the bivouac or at the stage start. It is the crew's responsibility to verify that the update was completed. Crews must exercise increased caution on modified routes (due to severe weather), which will be navigated by sight.
All waypoints for timed sections will be indicated in the roadbook (emergency track), as well as the bivouac coordinates.
The organization reserves the right to alter the route based on exceptional external conditions or other circumstances (weather, roadworks, pandemics, etc.).

10-11 Penaltes for Missing Waypoints or Route Deviations

The penalty scale for each missing waypoint (WPV, WPS, DZ, FZ, CP) is detailed in Article 18. In the event of failure to follow the official itinerary (succession of missed waypoints indicating a shortcut/route deviation), penalties may range up to exclusion, depending on the stage profile and the number of missed kilometers.
>> For any accident occurring off-route that requires helicopter rescue, costs will be charged to the competitor.

If failure to follow the route leads to an exclusion decision, it becomes enforceable immediately for safety reasons, without prejudice to appeal rights provided by the competent sporting authority.

In addition to checking the time card, Stella III Evo data analysis and tracking logs will be reviewed to verify the actual path followed.

Any competitor driving along the route in the wrong direction will be penalized, and this penalty may lead to exclusion from the event. It is strictly forbidden to drive against the race direction to re-join the roadbook route. In case of getting lost, the maximum speed is strictly limited to 50 km/h on any unreconnoitered route used to regain the official roadbook track.

Article 11 : Speed Control Zone

11-1 Materialization

The control zone appears permanently on the vehicle's STELLA 3 EVO GPS screen once the waypoint entry radius is validated. The vehicle will therefore not be able to ignore either the entry or the exit. Vehicle speed will be limited to 20, 30, 50, or 90 km/h, as applicable, between the entry point and the exit point of the zone, regardless of the route taken between these two points.

The end of the speed control zone is indicated on the roadbook by a box displaying "FZ" and by an FZ waypoint appearing on the GPS (which is authoritative). Around this point, a 90 m tolerance zone is established to avoid any dispute regarding speed acquisition.
The exit point of the control zone is a mandatory passage point. To validate the end of zone ("FZ"), the competitor must pass within less than 90 m (radius around the "FZ" WPE).
From this point onward, the competitor may accelerate again.

11-2 Sign Layout

The Control Zone is defined by the following official double-sign system:

- 1 yellow sign with a stamp (beginning of zone)
- approximately 100 m further, 1 red sign with a stamp (Passage Control post),
- finally, 100 m further, 1 beige "final" sign with 3 black diagonal stripes (indicating the end of the zone).

When a Time Control is followed by the Start of a Selective Section, both posts are included within a single Control Zone with signs arranged as follows:

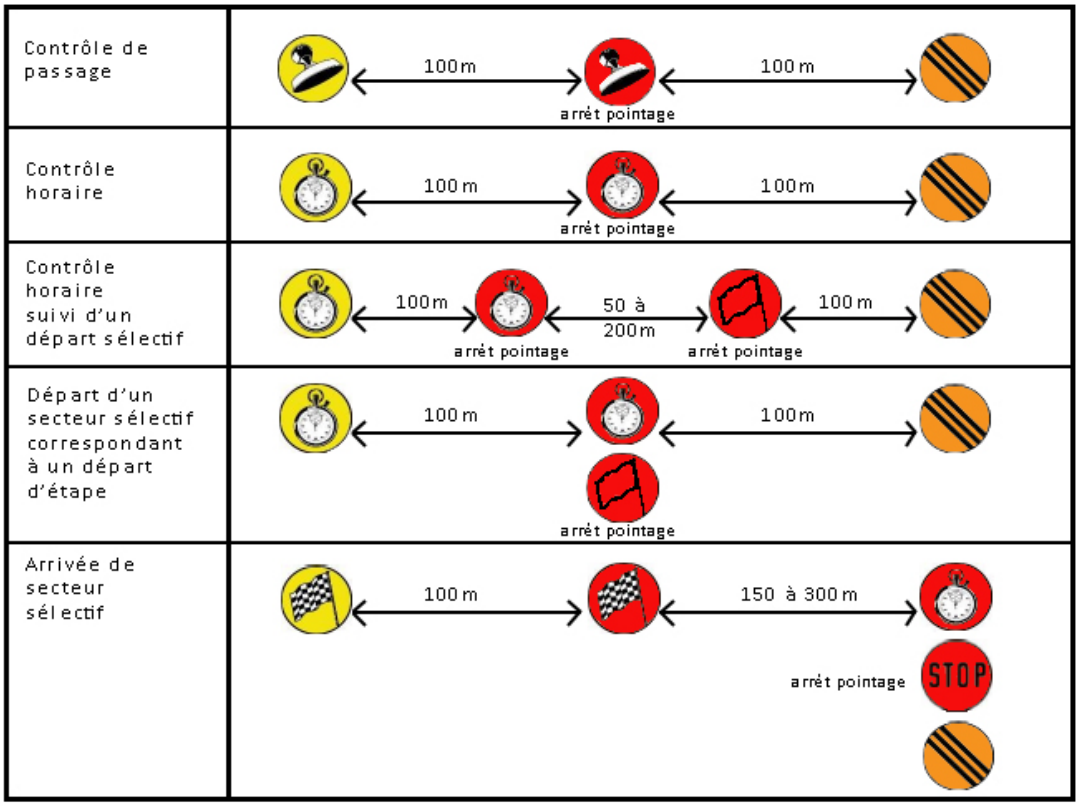
- 1 yellow sign with a stamp (beginning of zone)
- approximately 100 m further, 1 red sign with a stamp (Time Control post),
- finally, 100 m further, 1 beige final sign with 3 black diagonal stripes

The Finish Zone of Selective Sections is defined by the following official signage:

- 1 yellow sign with a checkered flag (beginning of zone),
- 100 m further, 1 red sign with a checkered flag (flying finish),
- 150 to 300 m further, 1 red sign with a clock and STOP, and 1 beige "final" sign with 3 black diagonal stripes (indicating the end of the zone).

At the finish of a Selective Section, the stop point is paired with a Time Control.

11-3 Signage for start and finish checks



Article 12 : Time Controls

12-1 Clocking-in

At Time Controls, marshals on duty enter the presentation time on the time card, which corresponds to the exact moment one of the crew members presents it to the marshal. Stamping/clocking the time card may only take place if all crew members and the vehicle are in the immediate vicinity of the control table.
The clocking-in procedure begins the moment the vehicle crosses the entry sign into the Time Control Zone.

12-2 Time Control Zone

Between the zone entry sign and the control post, the crew is prohibited from stopping or driving at an abnormally slow pace. A crew may only remain in the control zone for the time necessary to complete clocking procedures, technical checks, and GPS verifications.

12-3 Road Section (Liaisons)

On road sections, early clocking-in is authorized; any crew will be penalized in the event of exceeding the Target Time.

12-4 Interval between Sections

A 5-minute interval is mandatory between the liaison finish and the start of the selective section. After clocking in at the TC (Time Control), the crew proceeds immediately to the start of the selective section.
The marshal records the actual start time of the selective section and gives the start to the crew.
If, due to an incident, a discrepancy exists between the two recorded clocking times, the selective section start time shall prevail, unless decided otherwise by the Clerk of the Course.

12-5 Time Difference

At a Time Control, any difference between the actual time and the target clocking time will be penalized at the rate of one minute per minute, or fraction of a minute, of difference.
For Selective Sections, finish times are recorded to the nearest second at most.

12-6 Stage Finish

At the Stage Finish Time Controls, as well as at Closed Parks, crews are permitted to clock in early without incurring a penalty.

12-7 Non-Compliance with Rules

Any adverse observation regarding a crew concerning the clocking procedure rules defined above (and in particular entering the Control Zone more than one minute before the effective clocking time) will result in a written report by the post chief submitted to the Clerk of the Course.

12-8 Exclusion limit

The exclusion limit, or any of the maximum allowed times, may be modified at any time by decision of the Clerk of the Course upon proposal by the Stewards.
Crews will be informed as soon as possible.
Exclusion or fixed penalty for exceeding the Maximum Authorized Time can only be pronounced at the end of a stage.

Article 13 : Time Card

13-1 At the Start

At the start of each stage, crews receive a time card stating the target times and maximum allowed times to cover each road section and each selective section. This time card must be handed back at the Finish Time Control of each stage at the bivouac.
>> The crew is solely responsible for its time card.
Losing the time card or failing to collect it at the start TC will result in a 5-minute penalty.

13-2 Presentation

Presenting the time card at the various controls and ensuring the accuracy of entries remain the sole responsibility of the crew. Only marshals are authorized to write the passage time on the time card, either manually or using a printing device.

13-3 Checking

Crews are strictly required, under penalty of sanctions up to exclusion, to have their passage stamped at all points mentioned on their time card, in sequential order. The absence of a visa/stamp or failure to hand in the time card at any control results in penalties up to exclusion.
At each control, the card may only be presented if the entire crew is present and inside the vehicle, under pain of exclusion.

13-4 Modifications

Any correction or alteration made to the time card, unless approved in writing by a marshal, results in exclusion.

Article 14 : Maximum Time – Allotted Time

14-1 Road Sections (Liaisons)

A Alloted Time is set for each Road Section. Any deviation from this Target Time will be penalized by one minute per minute of lateness or earliness. Early clocking-in is permitted only at the Bivouac Finish Road Section TC.

14-2 Selective Sections

Selective Sections are run in real time, with a maximum alloted time. Exceeding this maximum time will result in the application of the maximum time in addition to the daily fixed penalty (PF).

If the finish of the Selective Section is also the stage finish, the competitor will be penalized by one minute per minute of delay, or by the maximum time.

Finish times will be recorded to the nearest second at most.

14-3 Timing Schedule

Alloted times, maximum times, starting orders, and start intervals will be communicated during administrative scrutineering, along with control closing times (CP and TC) and fixed penalties.

14-4 Exceeding the Maximum Authorised Time at the Stage Finish TC

Any vehicle presenting at the Stage Finish TC beyond the authorized target time will be penalized by one minute per minute of delay, or by the maximum time.

14-5 Missed Start

Any vehicle failing to take the start of a stage before the closing of the Stage Start Time Control may restart on the following day's stage, after application of the relevant penalties.

Article 15 : Closure of Passage Controls

15-1 Closing Time

The closing time of Passage Controls is determined taking into account:

- the distance to cover from the start of the relevant section;
- the average speed of the relevant section (Selective or Timed) required by the Maximum Authorized Time;
- the target time of the last competitor plus 60 minutes.

This time is stated on the timetable (Itinerary / schedule) distributed during administrative checks.

15-2 Competitor Passing after Closure

After a Passage Control closes, GPS validation of the corresponding waypoint will be taken into account and will certify compliance with the official itinerary by the delayed crew.
In this case, there will be no penalty for a missed CP.

Article 16 : Refueling / Service Assistance

16-1 Service Stations

Refueling will be carried out at petrol stations in towns crossed and along the road, and must be paid in local currency. These petrol stations are indicated in the roadbook.

16-2 AVGAS

The use of aviation fuel (AVGAS) is permitted for all petrol-powered vehicles. In this case, refueling will be carried out outside the bivouac, in a dedicated secure area.

16-3 Autonomy

All vehicles must have a minimum fuel range of 400 km. Each competitor is responsible for calculating their autonomy. Under no circumstances may claims be made against the Organization in the event of running out of fuel, regardless of terrain conditions. For safety reasons, at least 10% extra autonomy is recommended.

16-4 Safety

Each crew is responsible for safety during refueling. Engines must be stopped during the procedure, and the crew must stand outside the vehicle. Ground tarpaulin, gloves, and a fire extinguisher are mandatory.

Article 17 : Bivouacs, Service Parks

17-1 Bivouac

The bivouac area identified in the roadbook is an open service area for any person accredited by the Organization. The maximum speed within the bivouac area and service zones is 30 km/h, under penalty of sanctions up to exclusion, at the discretion of the Clerk of the Course. Access instructions will be provided to service vehicles.
Movements of service vehicles will be strictly monitored and prohibited along the routes of selective sections. Only access to areas designated as Service Areas will be authorized for them.

17-2- Assistance / Service

Any properly registered person who has paid their entry fee in full and wears the Assistance identification wristband will be considered a member of a service team. Thus, mechanics, team managers, or others needing to work on a race vehicle will have access to service areas. Any other participant (VIP, press, etc.) cannot be considered as such. Any other person not identified by the Organization will be considered an outsider to the rally and will be barred from rally infrastructure (bivouacs, service area, etc.) or from being onboard rally vehicles (organization, service, VIP, etc.).

Service vehicles must display a numbered service plate and advertising supplied by the Organization.
Service teams must adhere to the terms of these regulations under the authority of the Clerk of the Course and obey the same Moroccan Highway Code rules as competing vehicles. They must wear a harness and/or seat belt, mandatory throughout the event for driver and passengers.

For obvious safety reasons, registered service personnel must notify the Organization and await clearance before any trackside intervention to help a competitor. Any assistance provided on the track without prior authorization from Race HQ will incur penalties up to immediate exclusion of the assisted vehicle.

Every competitor is jointly and severally liable for their service teams and accompanying personnel, and vice versa.
The service registration form completed by participants and submitted to the organization serves as proof of the link between competitors and their service crew.

Competing drivers are responsible for the actions of drivers entered on their behalf in the Assistance category.
A competing crew may face penalties up to exclusion if its service vehicle fails to comply with the MERZOUGA 1000 Rally regulations.
Only vehicles properly entered in the race or in assistance are permitted to transport assistance equipment, within the weight limits set by the International Convention on Road Traffic.

Article 18 : Protests-Appeals-Withdrawals-Accidents-Forfeits-Penalties

18-1 Protests and Appeals

Any sporting sanction may be the subject of a protest under the conditions laid down by applicable regulations and competent sporting authorities.
For decisions required to take immediate effect for safety reasons or for the proper running of the event, the decision of the Clerk of the Course shall be immediately applicable. The participant will nonetheless retain the right to submit a protest or request for review after the stage concerned, in accordance with the procedure communicated by the Organizer.
Any exclusion decision must state reasons and be notified to the affected participant as promptly as possible.

18-2 Protests Fees

Protest fees are set by the FRMSA: if the protest requires dismantling and reassembling various components of a vehicle, the claimant must additionally lodge a security deposit at the discretion of the officials.

18-3 Accident

In the event of a serious accident during the event requiring medical intervention and evacuation, the Clerk of the Course will collect the driver and co-driver licenses as well as the accident declaration (drafted by the medical team).

18-4 Withdrawal

In case of retirement/withdrawal, and to avoid unnecessary searches or the diversion of resources dedicated to the event, the competitor must notify Race HQ by any possible means and as soon as possible, indicating their identity, location, and intentions.
The competitor remains solely responsible for communicating their position, even if a third party is instructed to do so.

In the event of a withdrawal, the competitor is required to cross out the rally plates and race number with black tape/paint.

18-5 Summary Table of Penalties

Infraction	Start Refused	Exclusion	Time Penalty	Financial Penalty	Decisions or Penalties at the Discretion of the Clerk of the Course
Driving at excessive and/or dangerous speed within the bivouac area					Up to exclusion
Absence from the 1st briefing			15 min		
3rd speeding violation					Up to exclusion
Non-compliant safety equipment	X				
Vehicle not matching the characteristics stated in the entry	X				Reclassification into another group
Missing or improperly affixed rally plate or race number					At the discretion of the Clerk of the Course
Refusal of the organizer's advertising				Entry fees increased by 60%	
Failure to respect the itinerary		X			At the discretion of the Clerk of the Course
Missing > WPS > WPV > DZ,FZ > CP			 1h 15 min 30 min 1h		At the discretion of the Clerk of the Course
Use of GPS points other than those supplied by the Organizer		X			
Any speeding violation: > 1st impulse > 2nd impulse > 3rd impulse			 5 min 10 min		Up to exclusion

> 4th impulse > Repeated offense			15 min 1h 4h		
Non-payment of fines within 48h			5 min		
Crew involved in an accident resulting in bodily injury					Up to exclusion
Disrespectful behavior	X			X	Up to exclusion
Improper, fraudulent, or unsporting action before or during the event >Repeated offense	X			X	Up to exclusion
Failure to respect a declared sensitive zone: >1st offense > Repeated offense			15mn		Up to exclusion
Unauthorized use of satellite phone / mobile phone (GSM)		X			
Presence of unauthorized antenna, radio, transmission gear, or satellite equipment		X			
Violation of Assistance regulations		X			
Correction or alteration of the Time Card not approved by a Marshal		X			
Failure to clock the Time Card at a Control or failure to respect chronological order			30 mn		
Forgetting or losing the Time Card			5 mn		
Entering a Control Zone in the wrong direction and/or re-entering once the card has been clocked: >1st offense >1st repeated offense			30mn 1h		

>2nd repeated offense			2h		
Failure to comply with post chief instructions					Up to exclusion
Lateness/earliness at a TC (Time Control)			1 mn per minute		
Lateness at a Stage or Selective Section Start TC: > Up to control closure > After post closure			1 mn per minute Start refused		
Exceeding the Maximum Allowed Time (Selective Section)			Max time + fixed penalty		
False start			2 mn		Up to exclusion
Stopping between the yellow sign and the red sign			15 mn		
Crew refusing to start at assigned rank and time			15 mn		Up to exclusion
Starting a vehicle by towing			15 mn		
Non-compliant or non-conforming vehicle	X				
Absence of survival equipment at start > Allowed time for compliance > Window of 30 min > Beyond 30 min	X	X	1 mn par minute		

Article 19 : Personnal Data

Personal data collected during registration and over the course of the event are processed by the Organizer solely for the purposes of registration management, administrative and sporting verification, safety, insurance, medical assistance, timekeeping, rankings, official communication, and compliance with statutory or regulatory requirements.

The relevant data may include, but are not limited to: identity data, contact details, racing license details, driver's license, vehicle data, safety-related information, live

tracking/geolocation data during the event, and, where applicable, strictly necessary medical documentation.

In accordance with applicable regulations, participants have the right to access, rectify, erase, restrict, object to processing, and, where applicable, the right to data portability.

Article 20 : Media Coverage and Image Rights

By participating in the event, participants authorize the Organizer to capture, reproduce, and broadcast their image, name, voice, and sporting performance solely in connection with communication, information, promotion, and archiving of the MERZOUGA 1000 event.

Competitors acknowledge that the MERZOUGA 1000 Rally is a promotional endeavor through which they may benefit from the renown they acquire. The *Association 4C Cross Country Chrono Classic* holds all rights required for the production and retransmission, by any means and across any media worldwide, of images and sound recordings relating to this event.

Under the supervision of *4C Cross Country Chrono Classic*, media outlets covering the event across print, radio, TV, video, cinema, websites, weblogs, social networks, etc., provide visibility for competitors and their sponsors. These sponsors are then encouraged to support new competitors in future events, creating a positive ripple effect through the MERZOUGA 1000 rally.

To enable the Organizer to ensure the broadest possible dissemination and promotion, any person taking part in this event agrees to comply with its regulations and acknowledges that participation authorizes *4C Cross Country Chrono Classic* to reproduce and represent, free of any remuneration, their name, voice, image, biography, and more generally their sporting performance within the MERZOUGA 1000 rally, manufacturers, and sponsors, in any form, across any media now known or hereafter devised, in all formats, for public display worldwide, and for all purposes including advertising and/or commercial purposes, subject to no restrictions other than those specified herein, and for the full duration of protection currently granted to such uses under legislative, regulatory, judicial, or arbitral provisions worldwide, as well as current or future international conventions.

Participants grant the Organizer, on behalf of their sponsors and/or vehicle manufacturers, the right—in connection with any ancillary exploitation of the event, including for official rally sponsors and media—to reproduce or cause to be reproduced, in whole or in part at the

Organizer's discretion, across all existing or future media worldwide without limitation, for the maximum legal duration permitted under Moroccan and foreign laws and current or future international conventions (including any extensions that may be granted), the names, trademarks, or logos of said sponsors and/or visuals of said vehicles.

However, when authorizing a third party to use event images for advertising or promotional purposes, the Organizer shall not authorize that third party to use the name, voice, image, biography, or sporting performance of a competitor, nor the trademark of their sponsor, equipment supplier, or manufacturer, for the purpose of creating a direct or indirect endorsement between that competitor/sponsor and the product, service, brand, or commercial name of the third party, without explicit consent from the competitor, sponsor, or equipment supplier concerned.

Similarly, with the exception of books, photo books (in all publication formats), videos, or videograms on any medium and in any format dealing in whole or in part with the MERZOUGA 1000 rally, posters, flyers, roadbooks, maps, and official programs related to the rally, the Organizer will neither exploit nor authorize the exploitation of a competitor's individual image for the sale of merchandising goods.

Images relating to the MERZOUGA 1000 Rally captured by any participant, regardless of the equipment used, may not be used for commercial or professional purposes, nor provided to the media or used in competing commercial initiatives, without prior authorization from the Organizer. Written requests must be submitted no later than **September 15, 2026**, to the following address:

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