

Danish Ice-Notes

Technical setup

In 2020, Ice Notes are sent by email in stead of text messaging.

Every competitor can register 2 Email Adresses; we suggest one for the race car and one with the service crew.

How to register receivers of email

At www.sportsignup.dk, each crew can enter 2 email addresses.

Log in to your registration and make sure you have entered the desired addresses.

You can change the addresses throughout the event because they are sent to the currently registered addresses at the time the email is sent.

Testing of the system will be conducted

Approximately 2 weeks before the start of RMCH, tests will be performed. Email will be sent to each registered address.

You need to keep an eye on your spam filter regularly these days.

Email must be answered, and you must enter the crew's starting number in reply.

If the registered addresses have not received a test email by Friday, January 25, you should contact Tage Gejl at tage@gejl.dk in order to get errors corrected.

Daily schedule

Overall schedule is listed in a separate file called "ICE note time schedule".

If for any reason the Ice pilot is delayed competitors needs to be informed by email containing an expected new time for the information. Likewise, a revised time schedule for the day will be sent by email if any change of plans.

What information's does the competitors need

We are competing in a regularity rally and focus should be on any change in surface that can catch you out of the game. It can be anything from a few meters of ice in a blind corner to know the overall surface of longer parts of the stage where the surface is unchanged. And then the competitor needs to know how many meters after the start he can expect the change in surface condition.

To the competitors

Our Ice pilot is Frank Nielsen (Denmark) who is an experienced rally driver, running a Citroen C2 in the highly competitive R2 class. Frank is 12 times Danish Rally Champion. Co-driver is Tage Gejl (Denmark), who has been in France to recce all the stages back in November 2019, so he knows the stages. Tage is also an experienced co-driver with 40 years of experience.

Our Ice-note pilots is balancing between leaving enough time for you to get the information timely, to be able to select the right tires at/before service, the time span from first to last car (5 hours) and any potential change in weather.

Danish Ice-Notes

All this will mean that it is likely that there is a difference between the detailed Ice-notes and the actual surface when you drive the special stage, however a few rules can help you to determine how timing and weather impact the surface:

- 1) The sun will melt the ice during the day, but as soon as the road is in shadow again, the water will freeze to ice again very quickly
- 2) If there is ice and snow, it will be there when you come, spectators will make sure by shoveling snow back on the road

It is your own job to choose the right tires and manage your speed based on the Ice-notes and the above considerations, conditions can and will change during the day.

Please note that the spectators will always throw snow at the road at the Burzet stage AS they will at Col d'Echarasson in the very unlikely case that there is less or no snow on the road.

We can end up in a situation where there is so much snow that the Ice pilot will be delayed, but then tire choice should be easy for you.

Any feedback on setup and performance is welcome; we are keen on improving our service for any future races.

Description of the surface codes used:

Dry – Road is dry, like completely dry

Damp – Road is dry were the sun reaches the surface, and wet in the shadows

Wet – Road is wet, there can be standing water on road

Snow – Snow all over the road.

Patchy Snow – Patchy snow on the road or a thin layer, enough to make road slippery

Snow Track – Snow on the road but wet tracks from cars in front

Snow on ice – Snow on ice, where the ice covers the entire road

Black ice – Black ice covering the road, hard to see but very slippery

Ice – Ice all over the road, very slippery

Patchy ice – Patchy ice

Ice Track – Ice on the road but wet tracks from cars in front

How to get the Ice-Note mail and how to decode

Expect the mail to be received before the estimated time in ICE note schedule. You must have access to the Internet, to get the mail.

You receive the mail from **no_reply_icepilot_2020@gejl.dk**.

Please, don't reply to mail, and if you do, don't expect an answer Immediately.

The mail should always start with "RMCH mail: ICE-Note .." in the Subject, the special stage (ZR) number, time when the Ice pilot started on the stage and when they ended the stage.

Then, in the message, followed by starting meters (all points are in meters from ZR start) and the surface of the road until the distance starting the next line.

Continues like this until end of stage, "End".

Please see the below explained example.

Message	How to decode
ICE-Note ZR 01 + 09:13 – 10:01	ICE Note for ZR 01. Time for Icepilot depart (9:13) and Finish (10:01)
Temperature +1.5 0 Dry 15400 Snow 24300 Patchy Snow 26100 Ice 28900 Damp 31500 Dry 33990 End	Temperature is +1.5 (Celsius) at 9:13 From 0 meters to 15400 meters the road is completely dry Between 15400 and 24300 meters the road is fully covered by snow Between 24300 and 26100 meters there are patches of snow on the road Between 26100 and 28900 meters the road is fully covered by ice Between 28900 and 31500 meters the road is damp Between 31500 and 33990 meters (end of stage) the road is completely dry

All-in-all, a stage where the surface changes a lot, from completely dry, to ice covering the full road.

Appendix A – Examples of Ice-note coding

