APPENDIX C

Article on Chris Real

Sound Testing the Big Four Strokers.
By Russ Rohrer

In the very near future, noise will be an enforced competition rule, period. This is what the experts tell us. Some people argue that a "closed course" machine should not be subject to strict noise limitations. However, noise regulations for competition have been on the books for a long long time. The popularity of big bore four strokes has brought the issue of noise up to the forefront of land use discussions, even on private property. Another reason for considering noise is because most motocross bikes eventually find there way to the open country and can make serious impressions on neighbors and voters. The fact that noise in our sport could drastically limit where and when we can ride, should cause us all concern.

Since sound is a major issue these days on big bore 4 stroke motocross bikes, the shootout would not be complete without an accurate sound test. Dirt Rider set out to contact the foremost expert in accurate sound testing and safety awareness to help us with this test. That man is Chris Real. Chris is a certified lubrication technician and sound test technician. He and his company Chemhelp, are active with government officials in regard to keeping our environment clean through education and training on a variety of topics. While doing all this, Chris is working with the developer of the SAE J1287 Test Procedure in an outreach program to educate the land use agencies so they know how to do a proper sound check.

For this test in our shootout, Chris will be using an ANSI Type II Decibel meter, which is typical of tech inspectors, to test our three big four strokes in the 250 class shootout.

Sound Technician Chris Real with Russ Rohrer From Dirt Rider

To begin his test, Chris sets up his bike holder, measuring template, and sound decibel meters. Chris uses the standard SAE J1287 test method, which is the 20 inch rule that the California Parks and Recreation officials use to measure offroad motorcycles. Chris uses two tachometers, two decibel meters, and will run 4 tests set up using a tripod to hold the meters. That gives him 8 readings for his baseline results. Then, he hand-holds the meters, as required by the standardized test methodology, for the final regulation readings.

APPENDIX D

Recreational vehicle use in the winter months around the proposed area.
All pictures taken February 11, 2007

Recreational Vehicle use on and adjacent to Northern Pond Road


ARMOUR
TRANSPORTATION SYSTEMS
324132


COCHRANE
POND
Recreational
PARK
OPEN

Recreational Vehicle use in Cochrane Pond Park


COCHRANE
POND
Recreational
PARK
OPEN


COCHRANE
POND
Recreational
PARK
OPEN

Snowmobile tracks in the park show high usage

APPENDIX E

Recreational vehicle use in the summer months around the proposed area.
All pictures taken Monday May 22, 2006 between 3-3:30 pm.

Images here show recreational vehicle use outside the park boundary.

Images here show bike use within Cochrane Pond Park.

Image shows user operating a bike within Cochrane Pond Park without a helmet.

Image shows 2 bikes racing within Cochrane Pond Park.

The following pages show numerous amounts of recreational vehicles at more than one campsite at Cochrane Pond Park. This gives an example of how many bikes are actually being brought and driven within the park boundaries.

Bikes in Cochrane Pond Park.

Bikes in the park.

Bikes in the park.

This image here specifically shows a racing model bike that was brought to Cochrane Pond Park.

Images here are 2 views from park campsites. They show the close proximity to the Trans Canada Highway.

Images on the following pages were taken from outside the park boundaries. Some images show the clear cutting in front of the park as well as some highway traffic. Cochrane Pond Park is exposed to the highway noise 24 hours a day and 7 days a week.

Clear cutting.

Highway traffic.

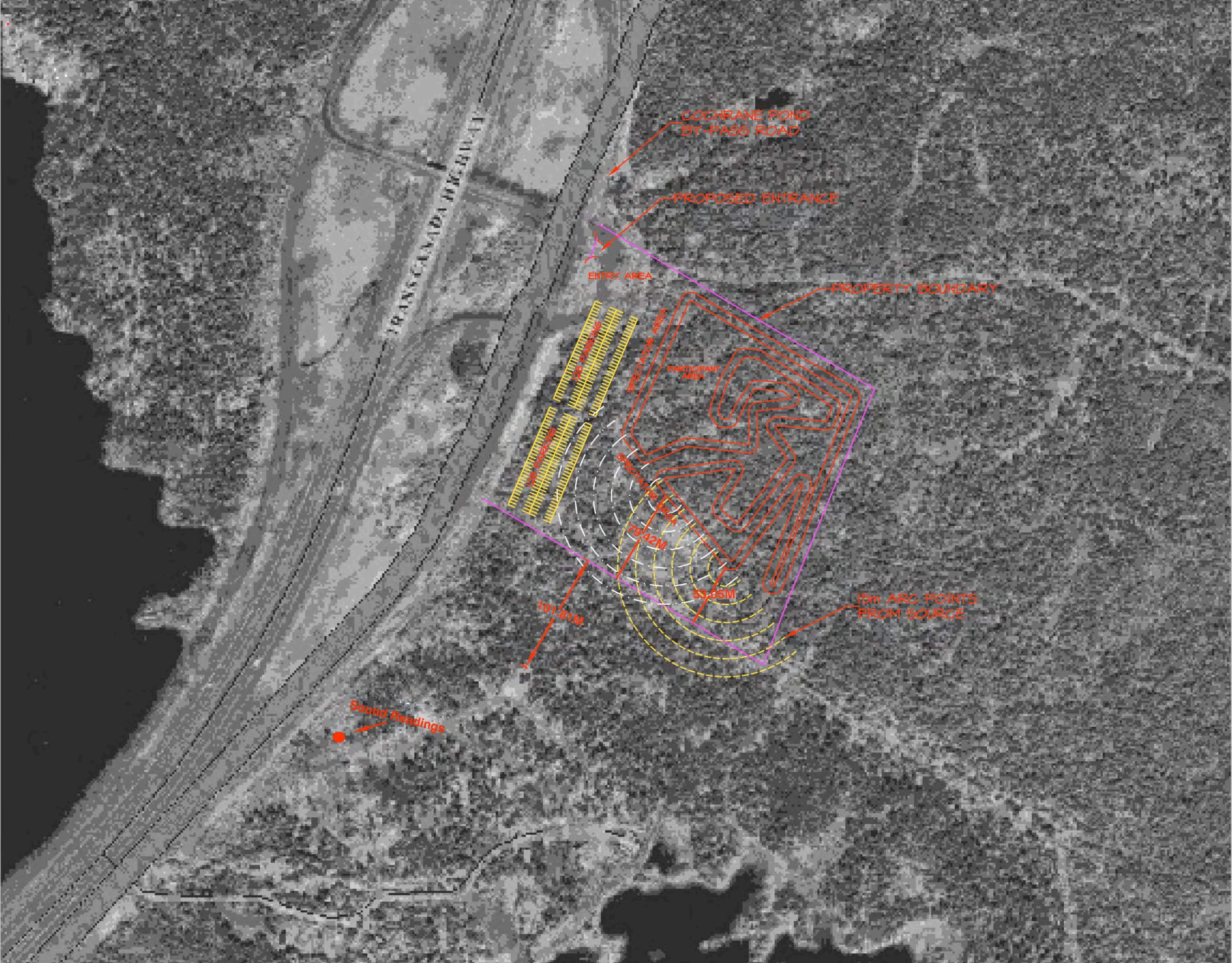
Highway traffic.

Highway traffic.

Highway traffic.

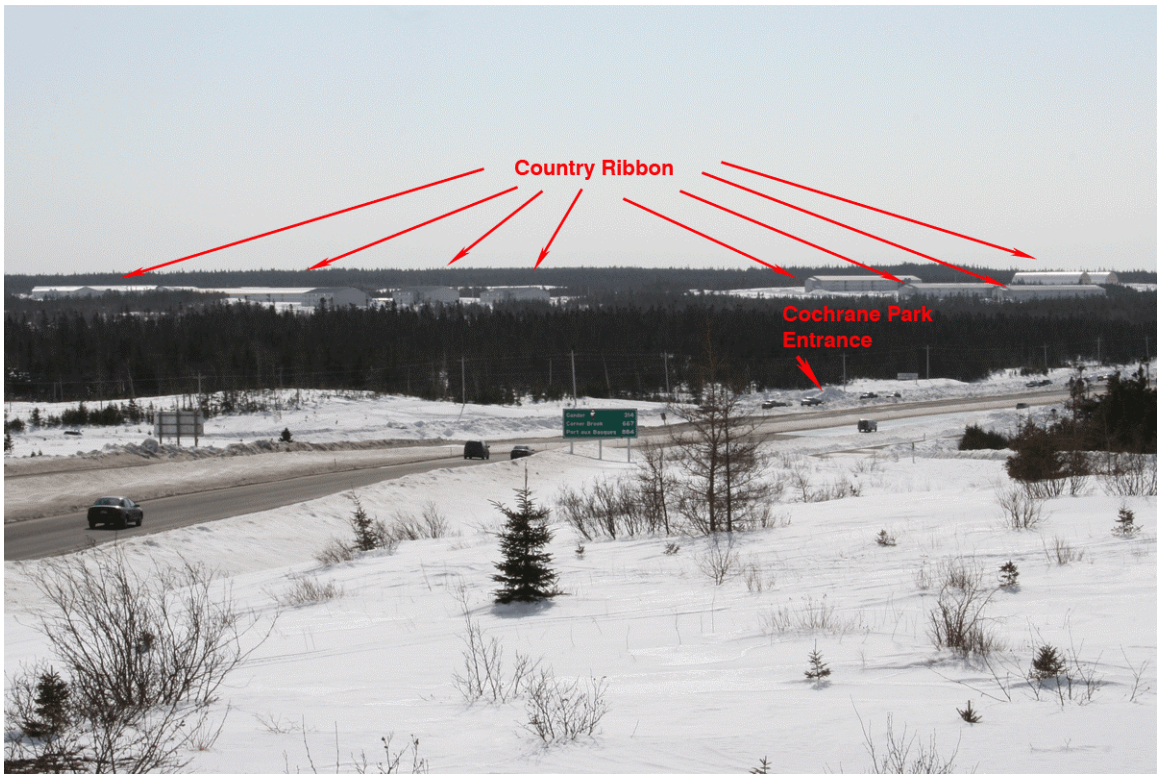
APPENDIX F

Motor Sport Park Measurements


COCHRANE POND
BY-PASS ROAD
PROPOSED ENTRANCE
ENTRY AREA
PROPERTY BOUNDARY
TRANSCANADA HIGHWAY
LED CARRING
SPECTATOR AREA
PARTICIPANT AREA
SPECTATOR AREA
79.42M
53.05M
101.81M
15m ARC POINTS
FROM SOURCE
Sound Readings

APPENDIX G

Showing the proximity of Country Ribbon to Cochrane Pond Park


Country Ribbon
Cochrane Park
Entrance

APPENDIX H

Sound levels (dB) and typical noise sources in indoor and outdoor environments

Sound levels (dB) and typical noise sources in indoor and outdoor environments

dB(A)	Community Noise Levels (Outdoors)	Home and Industry Noise Levels
120	Military jet aircraft take-off from aircraft carrier with afterburner at 50 ft . . . 130 dB	Oxygen Torch . . . 121 dB
110	Turbo-fan aircraft at takeoff power at 200 ft . . . 118 dB	Riveting machine . . . 110 dB Rock band . . . 108 - 114 dB
100	Boeing 707 or DC-8 aircraft at one nautical mile (6080 ft) before landing . . . 106 dB Jet flyover at 1000 feet . . . 103 dB Bell J-2A helicopter at 100 ft . . . 100 dB	
90	Boeing 737 or DC-9 aircraft at one nautical mile (6080 ft) before landing . . . 97 dB Power mower . . . 96 dB	Newspaper press . . . 97 dB
80	Car wash at 20 ft . . . 89 dB Propeller plane flyover at 1000 ft . . . 88 dB Diesel truck 40 mph at 50 ft . . . 84 dB Diesel train 45 mph at 100 ft . . . 83 dB	Food blender . . . 88 dB Milling machine . . . 85 dB Garbage disposal . . . 80 dB
70	High urban ambient sound . . . 80 dB Passenger car 65 mph at 25 ft . . . 77 dB Freeway at 50 ft from pavement edge 10 a.m. . . . 76 dB	Living room music . . . 76 dB Radio or TV-audio . . . 70 dB
60	Air conditioning unit at 100 ft . . . 60 dB Conversation at 3ft…60 dB	Cash register at 10 ft . . . 65-70 dB Electric typewriter at 10 ft . . . 64 dB Dishwasher (Rinse) at 10 ft . . 60 dB Conversation . . . 60 dB
50	Large transformers at 100 ft . . . 50 dB	
40	Bird calls . . . 44 dB Lowest limit of urban ambient sound . . . 40 dB	
10	Just audible	
0	Threshold of Hearing	