



## **Noise Management Plan**

### **The Mitigation of Noise at MG Car Club Canberra (MGCCC) Motorkhanas Conducted at the Transport Industries Skills Centre (TISC), Vehicle Maneuvering Area, Sutton Road Facility**

#### **Issue**

This Noise Management Plan has been developed to mitigate the potential for exhaust noise created by motor vehicles participating in MGCCC hosted multi-club motorkhanas to exceed the maximum level permitted.

It is acknowledged that exhaust noise generated during the conduct of a motorkhana can be exacerbated by weather conditions such as the direction and strength of the wind, proximity of cloud cover and ambient temperature and the culmination of noise arising from several events that might be held together in the general vicinity of the training facility on the same day. These factors are outside the control of the MGCCC.

However, factors over which the MGCCC has control include the following:

- Authority to deny a competitor's entry and order a competitor off the VMA with a direction that he or she take no further part in the activity,
- Authority to direct the fitting of additional noise reduction aids
- The rearrangement of "runs" so that cars marginally below the noise limit do not compete at the same time (thus reducing the possibility of sound attenuation/magnification),

The MGCCC understands that if an exhaust noise complaint is lodged by a member of the public the Environmental Protection Agency (EPA) must investigate the complaint and as a part of that action independently measure the noise level.

## **Situation**

Four motorkhanas have been conducted annually by the MGCCC in the last eight years, representing an average of 30 cars competing in two runs per entrant on six different patterns. This equates to approximately 360 runs per motorkhana. In that time only very few noise complaints have been lodged, none of which has been substantiated. Notwithstanding this, the MGCCCC acknowledges that every effort must be made to limit noise generated by exhausts.

In discussions with the EPA Officers who have attended when a noise complaint has been lodged, the Club was advised that the noise “spike” was related to the vehicle’s exhaust and not “squeal” from the tyres.

The MGCCC is therefore required to have in place a strategy to limit exhaust noise in order that the maximum permitted level is not exceeded.

## **Strategy**

### **Primary Filter**

- A warning about the issue of exhaust noise will be clearly published in the advice to potential competitors when Supplementary Regulations and Entry Forms are issued. An appropriate warning to competitors will also be posted on the MGCCC web site.
- Continue with the MGCCC protocol already in place since 2009 is that ALL cars participating are required, under the event Supplementary Regulations, to be road registered (current – with evidence to be sighted by the Scrutineer). Permits are not satisfactory. This is to ensure that all the vehicles competing can be lawfully driven on public roads and meet transport authority rules and regulations.

### **Secondary Filter**

- At Srutineering all vehicles are to be started and the Scrutineer is to make an initial assessment as to the level of exhaust noise.
- If the Scrutineer believes the noise level is excessive the entrant will be given the option of fitting an additional muffling device or not competing. Additional muffling techniques have been successfully employed by the Southern Districts Motorsport Association (SDMA) who operate the hillclimb track in the adjoining property.

## **Tertiary Filter**

If a vehicle is adjudged by the Clerk of Course (Club Chief) to be likely to exceed the maximum permitted noise level then:

- If an additional muffling device is not already fitted the entrant will be given the opportunity to fit such a device.
- If an additional muffling device is already fitted the competitor will not be permitted to continue.
- A noise level meter will be situated 30m from the nearest line taken by a competitor in the direction of the main entrance gate to the TISC facility. Any competitor found to exceed the maximum permitted noise level will not be permitted to continue in the event.

## **Summary**

The MGCCC is to take all reasonable steps to minimize, to the greatest extent possible, any vehicle exceeding the maximum noise level permitted during motorkhana competition at TISC.

All filters are to be applied for each and every event conducted by the MGCCC.

A meter will be used to monitor noise levels generated during the event.

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