2 Questions with Chris Real
On the Front Lines of the Sound Battle

As president of DPS Technical Inc., a sound-testing company in Upland, California, Chris Real is the guy who often advises on motorcycle sound to the AMA, motorcycle manufacturers, the Motorcycle Industry Council, private race track owners and others. We caught up with Real, who has been at this for more than 25 years, to get the lowdown on the most important topic facing motorcyclists today: sound.

**American Motorcyclist:** Why should street riders and recreational dirt riders be concerned about motorcycle sound?

**Chris Real:** Motorcycle sound is the one thing that the majority of the people complain about—neighbors, property owners, condominium owners, everybody who doesn’t ride a motorcycle. I don’t care if it’s a school teacher or whatever, motorcycle noise is what offends people and gives them a negative opinion of us and riding.

If we don’t at least somewhat respect the feelings of others, whether on-road or off-road, we motorcyclists are painted with a big brush as being inconsiderate. Part of it is we startle people. Part of it is we wake them up. And sometimes it’s just we’re having too much fun. When they are in a living room or restaurant or somewhere outdoors and can hear me from a quarter-mile away, I’m deserving of their negative thoughts of me encroaching on their space.

**AMA:** What can riders do to address the negative feelings toward motorcycles caused by excessive sound?

**Chris Real:** Keep a responsible muffler on your motorcycle, either stock or aftermarket. Most aftermarket manufacturers have inserts for their pipes to keep them quiet. A stock motorcycle exhaust system conforms to the EPA noise regulations. The regulations call for 95 decibels at 50 feet and for off-road, it’s 82 decibels by the federal test. Those vehicles don’t get us noise complaints.

When you go into a parking structure and your pipes set off alarms, or if you’re loud off-road, it says to others we don’t care.