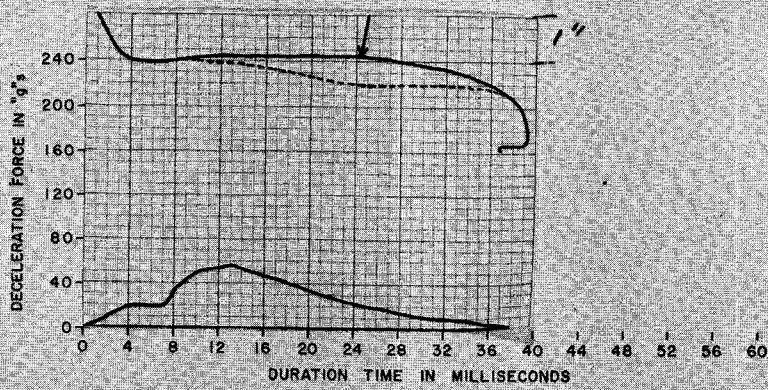
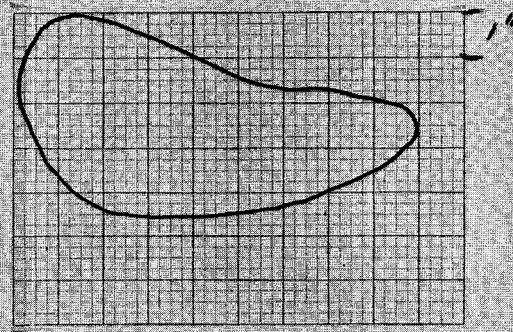


## APPENDIX



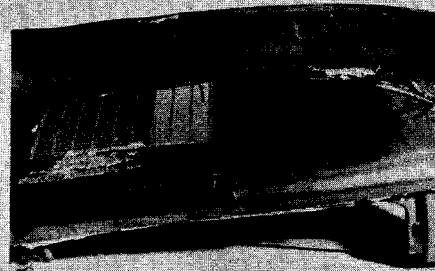
VELOCITY OF IMPACT (FT/SEC) .....	<u>14.0</u>
METAL THICKNESS (INCHES) .....	<u>.034</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>11.5</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION DEPTH (INCHES) .....	<u>5/8</u>
AREA (SQ. INCHES) .....	<u>25.6</u>
YEAR AND MAKE OF CAR .....	<u>64 CHEV</u>



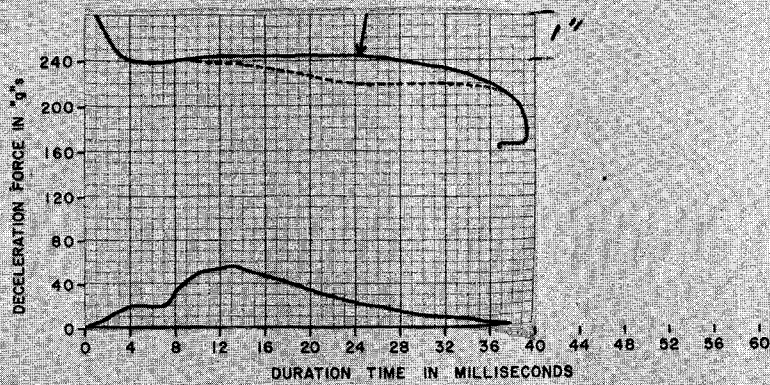
SHAPE AND AREA OF DEPRESSION



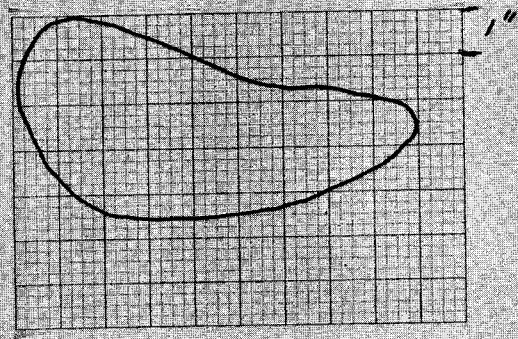
BEFORE IMPACT



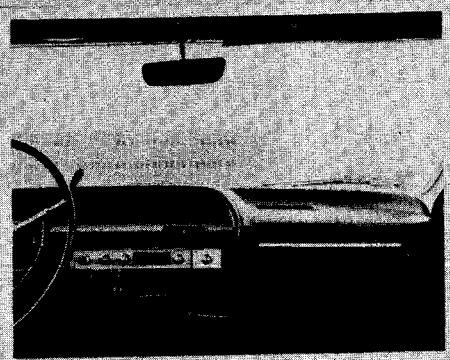
AFTER IMPACT



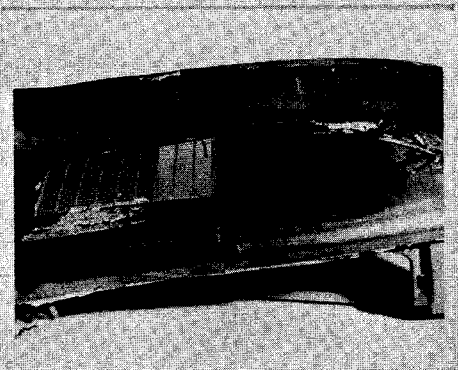
VELOCITY OF IMPACT (FT/SEC) .....	<u>14.0</u>
METAL THICKNESS (INCHES) .....	<u>.034</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>11.5</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>5/8</u>
AREA (SQ. INCHES) .....	<u>25.6</u>
YEAR AND MAKE OF CAR .....	<u>64 CHEV</u>



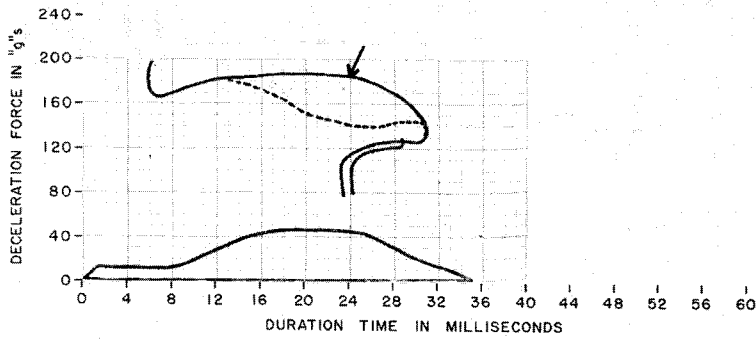
SHAPE AND AREA OF DEPRESSION



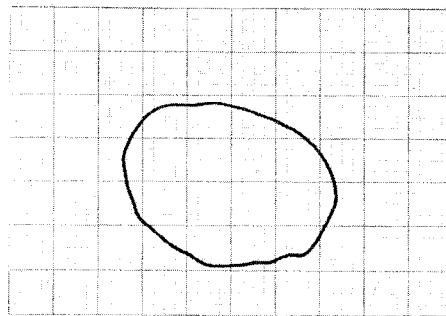
BEFORE IMPACT



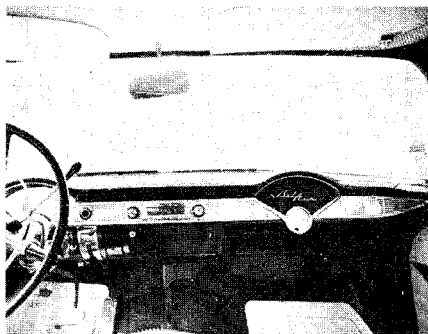
AFTER IMPACT



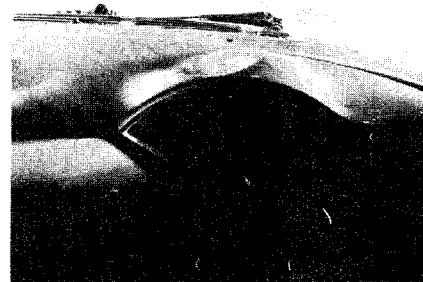
VELOCITY OF IMPACT (FT/SEC) . . . . .	<u>14.0</u>
METAL THICKNESS (INCHES) . . . . .	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) . . . . .	<u>4 1/4</u>
PADDED . . . . .	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) . . . . .	<u>1</u>
AREA (SQ. INCHES) . . . . .	<u>13.9</u>
YEAR AND MAKE OF CAR . . . . .	<u>56 CHEV</u>



SHAPE AND AREA OF DEPRESSION

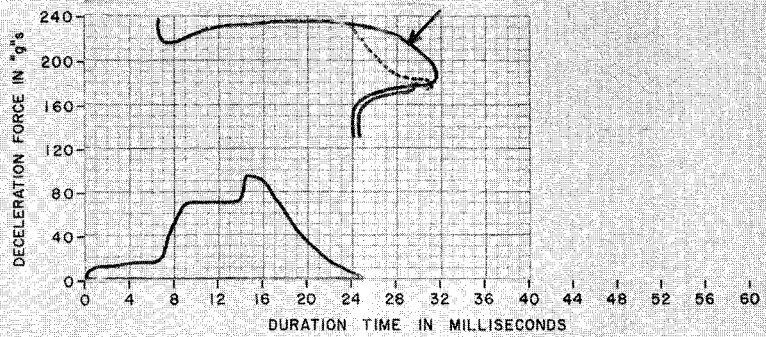


BEFORE IMPACT

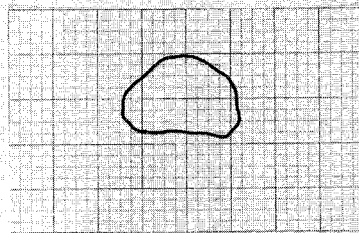


AFTER IMPACT

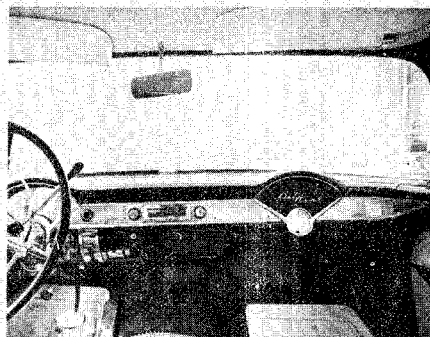




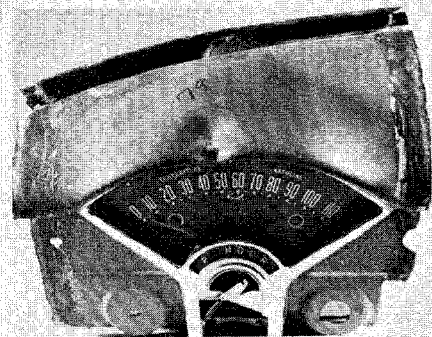
VELOCITY OF IMPACT (FT/SEC) .....	<u>14.0</u>
METAL THICKNESS (INCHES) .....	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>2 1/4</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>3/4</u>
AREA (SQ. INCHES) .....	<u>3.7</u>
YEAR AND MAKE OF CAR .....	<u>56 CHEV</u>



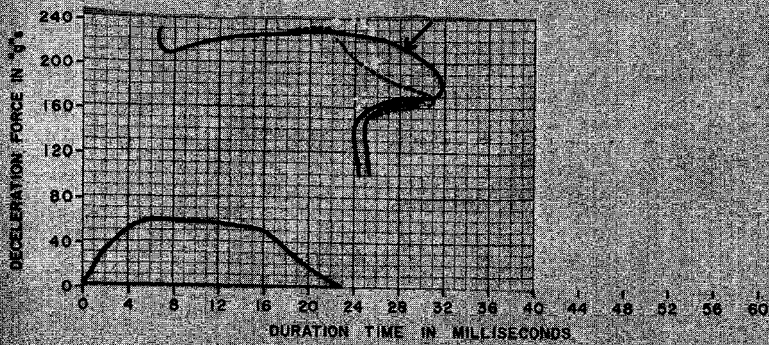
SHAPE AND AREA OF DEPRESSION



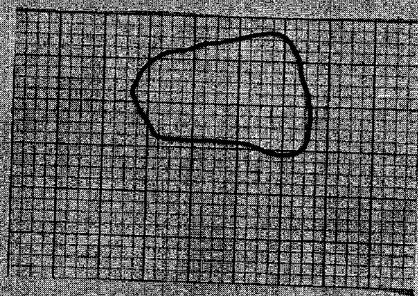
BEFORE IMPACT



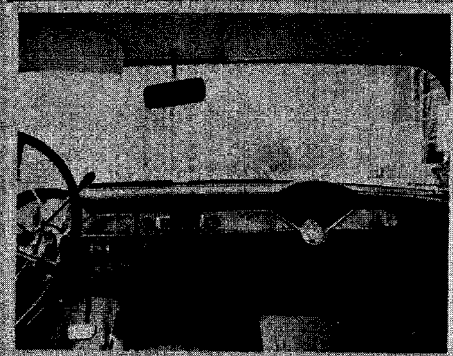
AFTER IMPACT



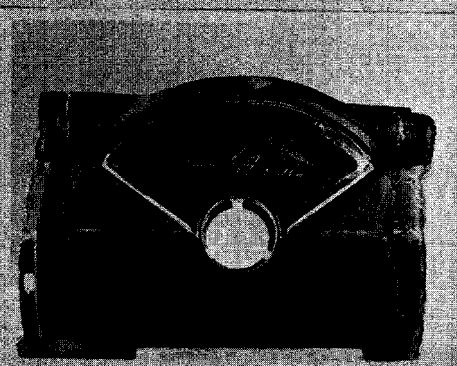
VELOCITY OF IMPACT (FT / SEC)	14.3
METAL THICKNESS (INCHES)	0.39
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	2 3/4
PADDED	NO
MAXIMUM DEPRESSION: DEPTH (INCHES)	3/4
AREA (SQ. INCHES)	8.3
YEAR AND MAKE OF CAR	56 CHEV



SHAPE AND AREA OF DEPRESSION

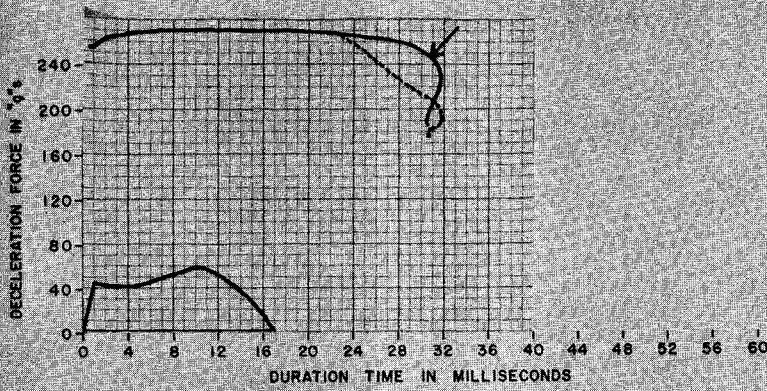


BEFORE IMPACT

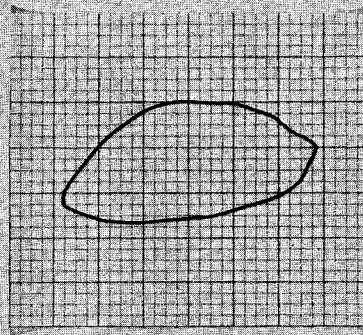


AFTER IMPACT

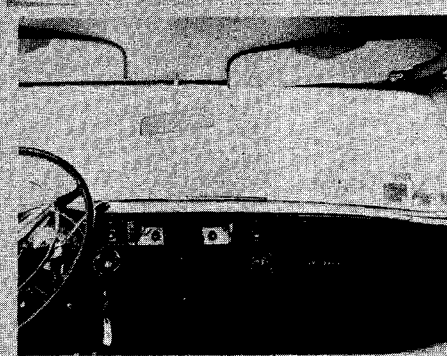




VELOCITY OF IMPACT (FT/SEC) .....	<u>15.67</u>
METAL THICKNESS (INCHES) .....	<u>0.42</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>3/4</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>3/4</u>
AREA (SQ. INCHES) .....	<u>10.6</u>
YEAR AND MAKE OF CAR .....	<u>55 PONTIAC</u>



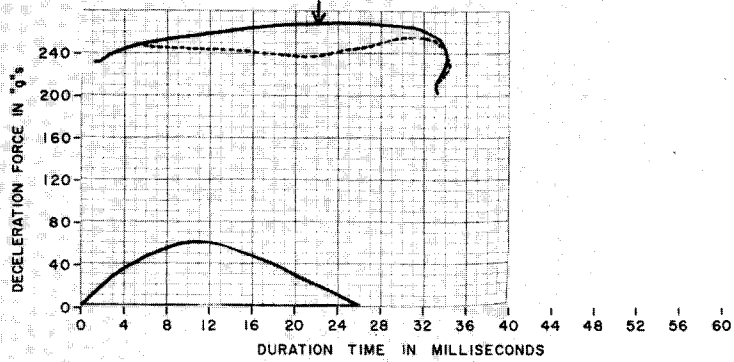
SHAPE AND AREA OF DEPRESSION



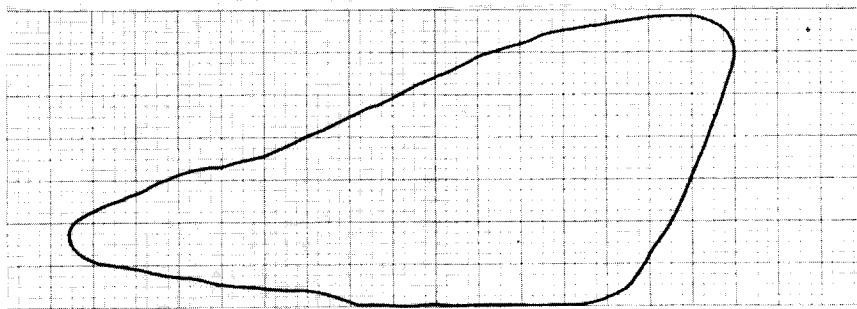
BEFORE IMPACT



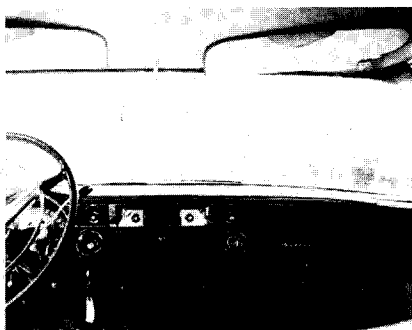
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC) .....	<u>15.97</u>
METAL THICKNESS (INCHES) .....	<u>.042</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>13</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>3/4</u>
AREA (SQ. INCHES) .....	<u>64.8</u>
YEAR AND MAKE OF CAR .....	<u>55 PONTIAC</u>



SHAPE AND AREA OF DEPRESSION

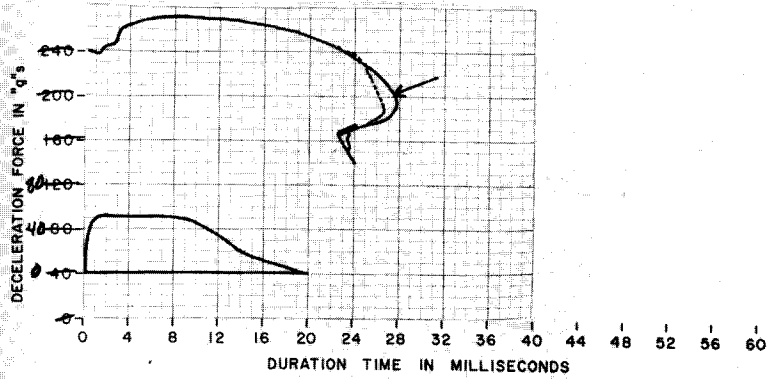


BEFORE IMPACT

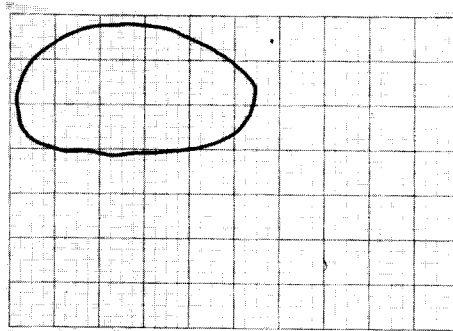


AFTER IMPACT

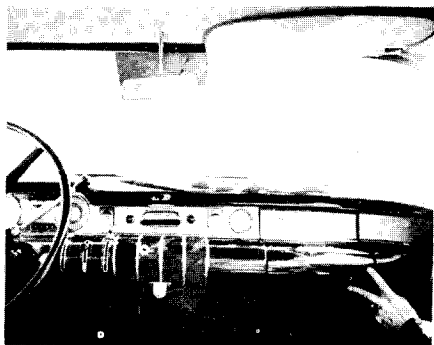




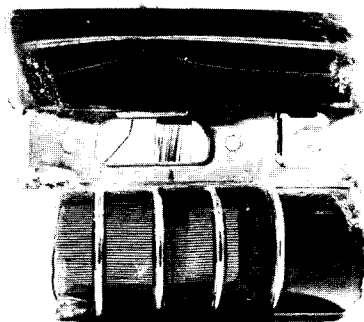
VELOCITY OF IMPACT (FT/SEC)	16.6
METAL THICKNESS (INCHES)	.039
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	1/2
PADDED	NO
MAXIMUM DEPRESSION: DEPTH (INCHES)	3/8
AREA (SQ. INCHES)	12.4
YEAR AND MAKE OF CAR	55 BUICK



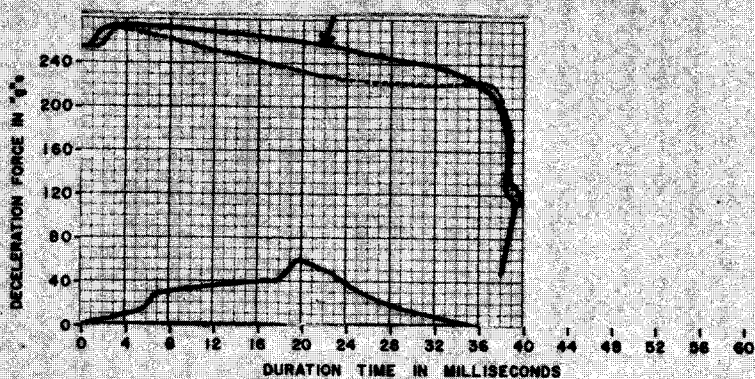
SHAPE AND AREA OF DEPRESSION



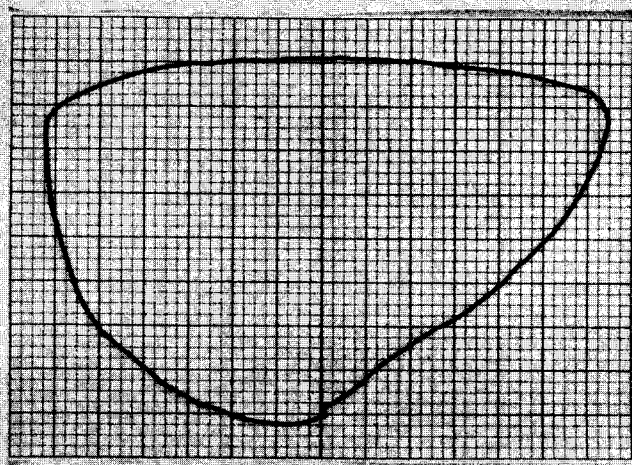
BEFORE IMPACT



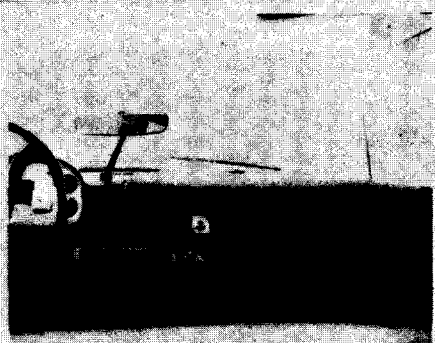
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC) .....	<u>17.5</u>
METAL THICKNESS (INCHES) .....	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>16 1/2</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>3/4</u>
AREA (SQ. INCHES) .....	<u>72.0</u>
YEAR AND MAKE OF CAR .....	<u>57 PLYM</u>



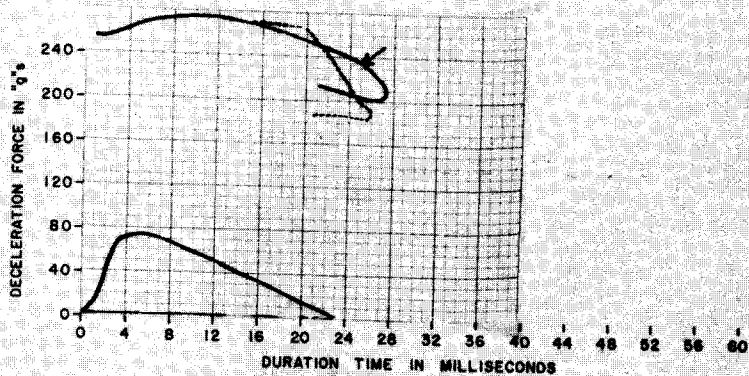
SHAPE AND AREA OF DEPRESSION



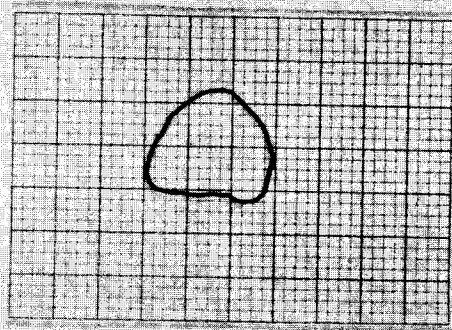
BEFORE IMPACT



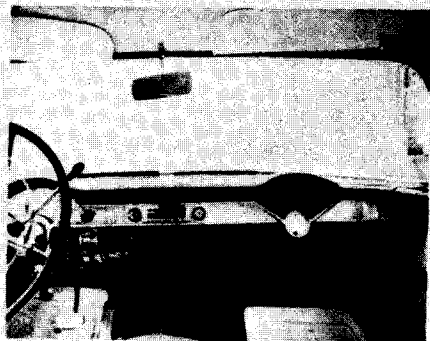
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC) .....	<u>17.8</u>
METAL THICKNESS (INCHES) .....	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>3 3/8</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>3/4</u>
AREA (SQ. INCHES) .....	<u>6.5</u>
YEAR AND MAKE OF CAR .....	<u>56 CHEV</u>



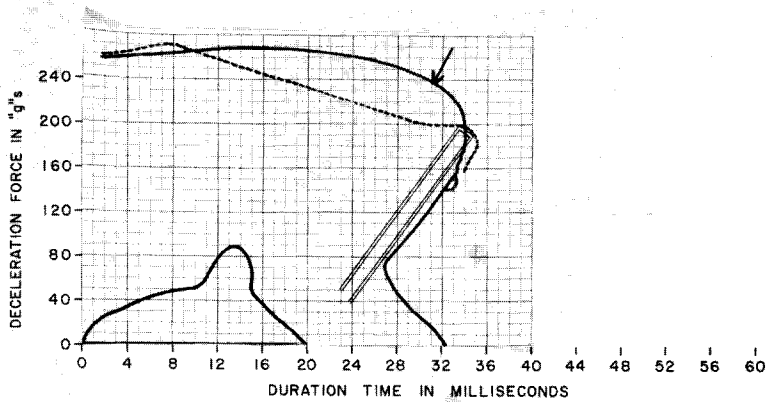
SHAPE AND AREA OF DEPRESSION



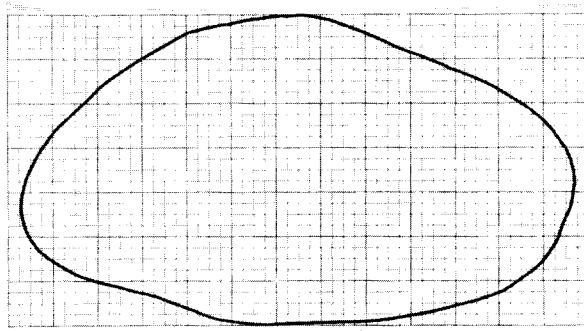
BEFORE IMPACT



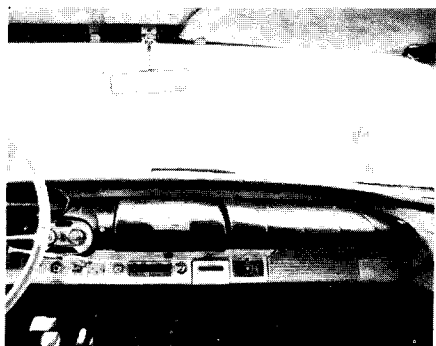
AFTER IMPACT



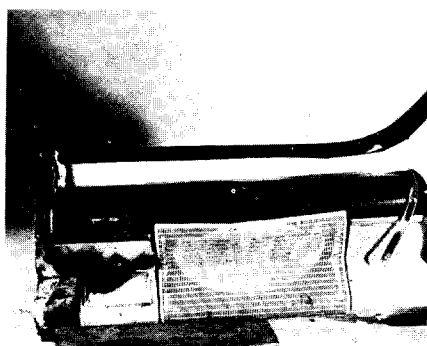
VELOCITY OF IMPACT (FT/SEC) .....	<u>18.0</u>
METAL THICKNESS (INCHES) .....	<u>.036</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>2</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1</u>
AREA (SQ. INCHES) .....	<u>63.5</u>
YEAR AND MAKE OF CAR .....	<u>57 MERC</u>



SHAPE AND AREA OF DEPRESSION

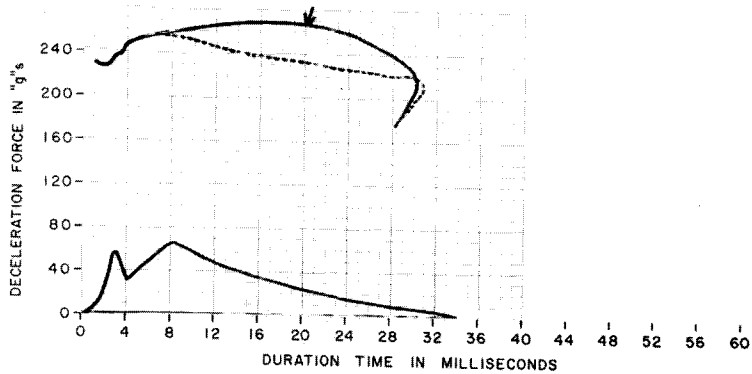


BEFORE IMPACT



AFTER IMPACT





VELOCITY OF IMPACT  
(FT/SEC) ..... 18.0

METAL THICKNESS  
(INCHES) ..... .043

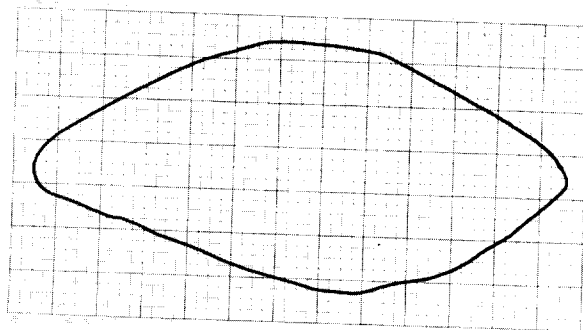
RADIUS OF CURVATURE AT  
POINT OF IMPACT (INCHES) ..... 4 1/2

PADDED ..... NO

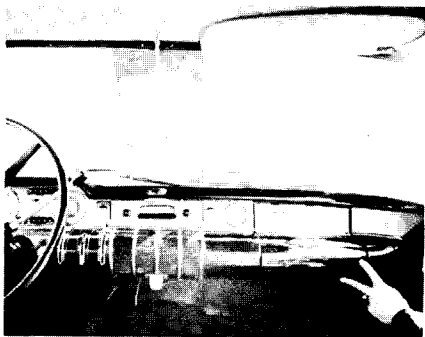
MAXIMUM DEPRESSION:  
DEPTH (INCHES) ..... 7/8

AREA (SQ. INCHES) ..... 45.1

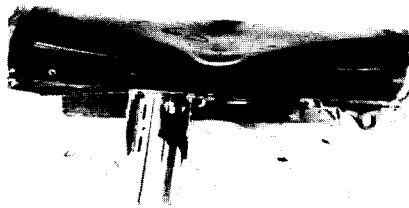
YEAR AND MAKE OF CAR ..... 55 BUICK



SHAPE AND AREA OF DEPRESSION

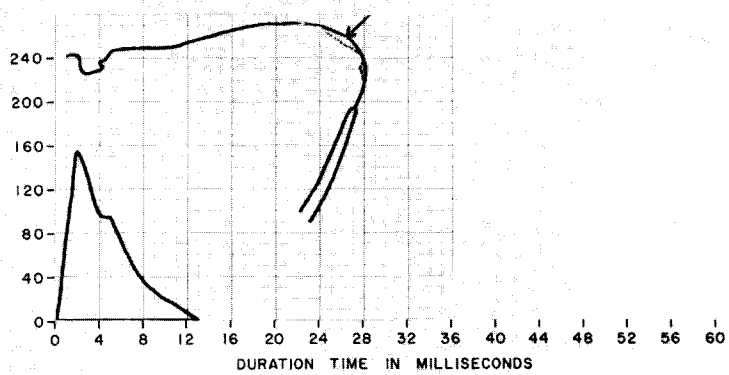


BEFORE IMPACT



AFTER IMPACT

DECELERATION FORCE IN "G's



VELOCITY OF IMPACT  
(FT/SEC) ..... 18.0

METAL THICKNESS  
(INCHES) ..... .041

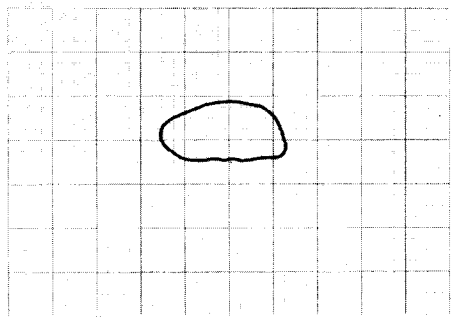
RADIUS OF CURVATURE AT  
POINT OF IMPACT (INCHES) ..... 1

PADDED ..... NO

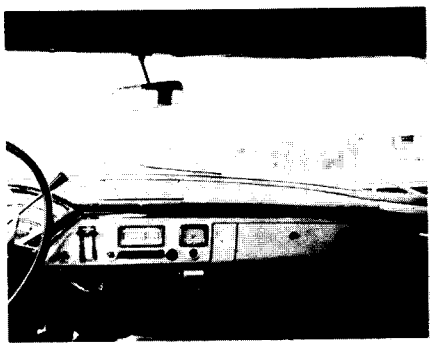
MAXIMUM DEPRESSION:  
DEPTH (INCHES) ..... 3/16

AREA (SQ. INCHES) ..... 2.9

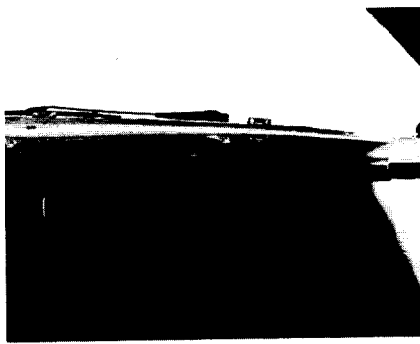
YEAR AND MAKE OF CAR ..... 56  
MERC



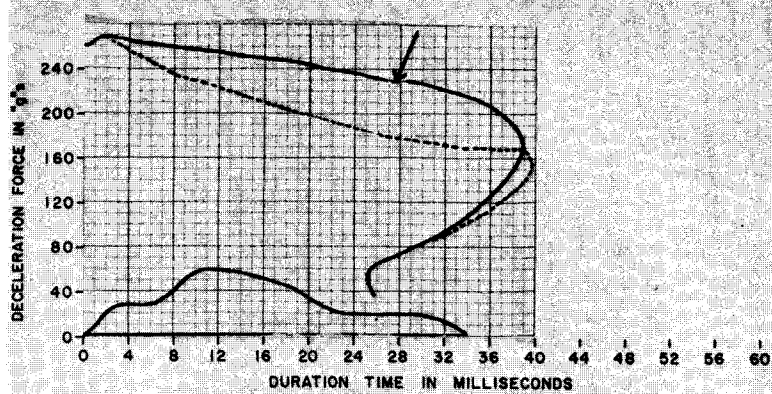
SHAPE AND AREA OF DEPRESSION



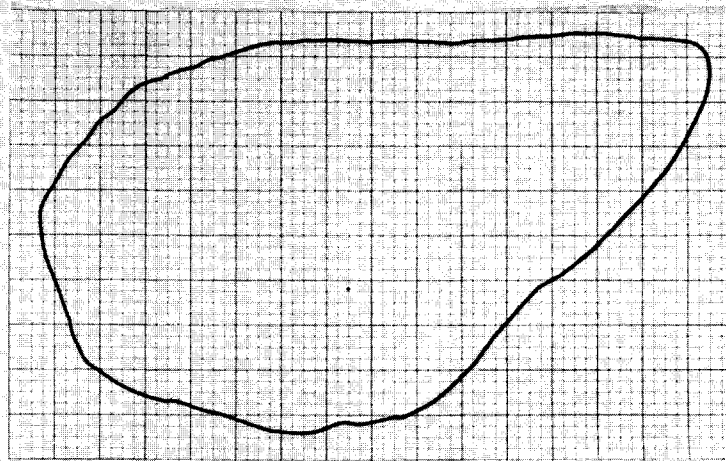
BEFORE IMPACT



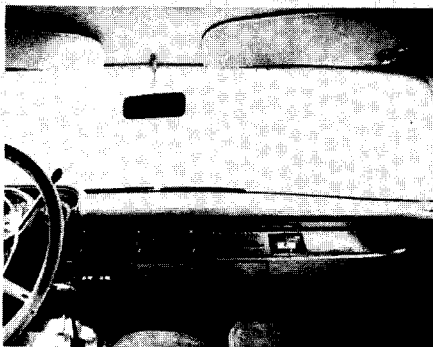
AFTER IMPACT



VELOCITY OF IMPACT (FT / SEC) .....	<u>18.0</u>
METAL THICKNESS (INCHES) .....	<u>.046</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>14 3/4</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1 1/4</u>
AREA (SQ. INCHES) .....	<u>92.6</u>
YEAR AND MAKE OF CAR .....	<u>57 CHEV</u>



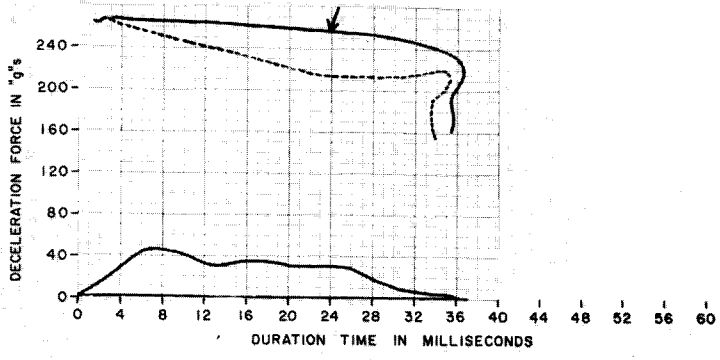
SHAPE AND AREA OF DEPRESSION



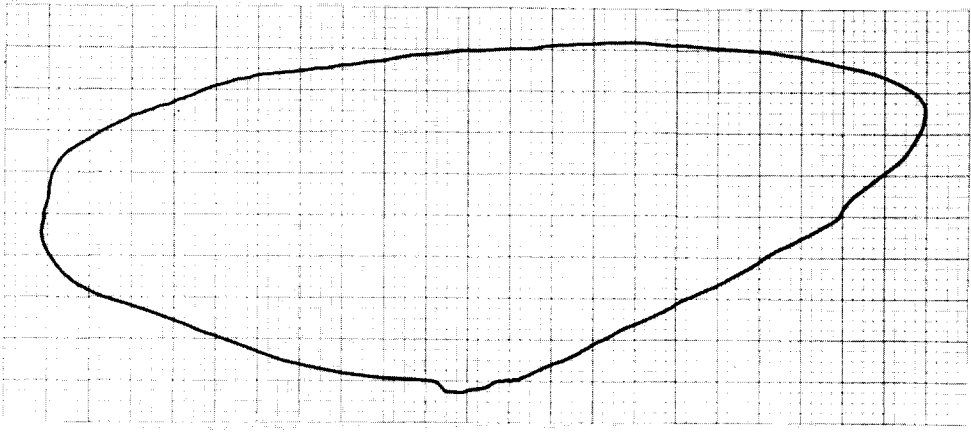
BEFORE IMPACT



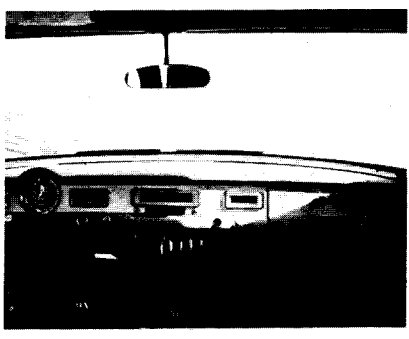
AFTER IMPACT



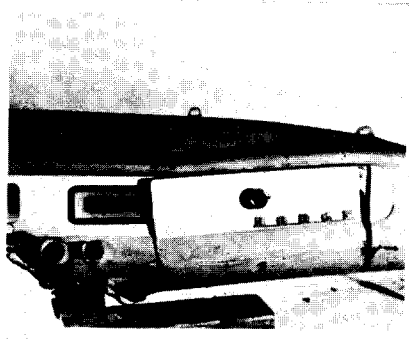
VELOCITY OF IMPACT (FT/SEC) .....	<u>18.1</u>
METAL THICKNESS (INCHES) .....	<u>.043</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>16</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1</u>
AREA (SQ. INCHES) .....	<u>122.7</u>
YEAR AND MAKE OF CAR .....	<u>54 DODGE</u>



SHAPE AND AREA OF DEPRESSION

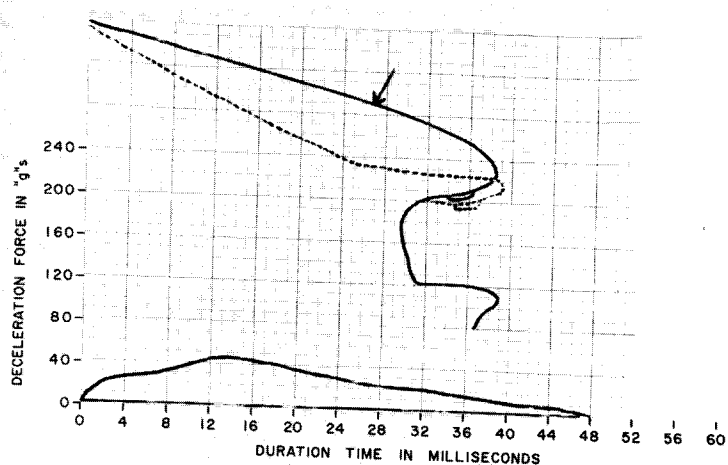


BEFORE IMPACT

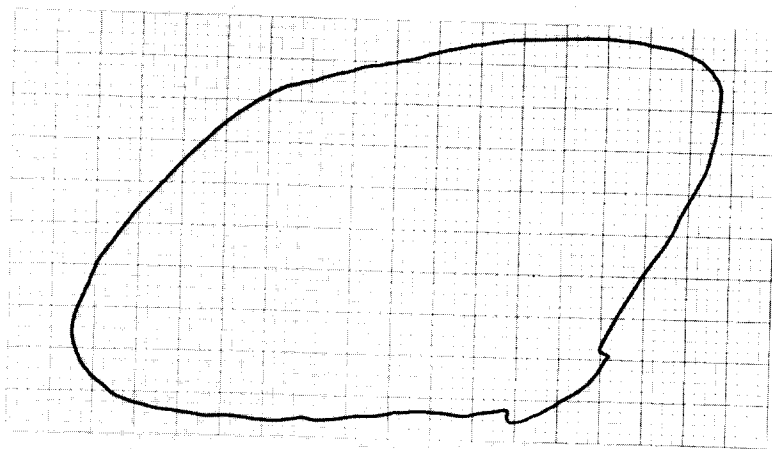


AFTER IMPACT

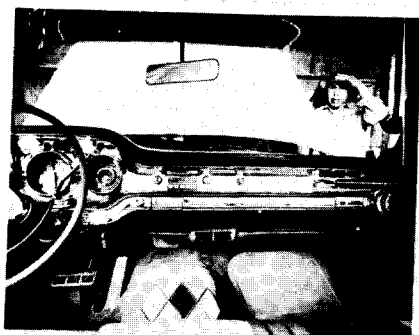




VELOCITY OF IMPACT  
 (FT/SEC) ..... 18.1  
 METAL THICKNESS  
 (INCHES) ..... .038  
 RADIUS OF CURVATURE AT  
 POINT OF IMPACT (INCHES) ..... 19  
 PADDED ..... NO  
 MAXIMUM DEPRESSION:  
 DEPTH (INCHES) ..... 1 1/2  
 AREA (SQ. INCHES) ..... 101.8  
 YEAR AND MAKE OF CAR ..... 59 PONTIAC



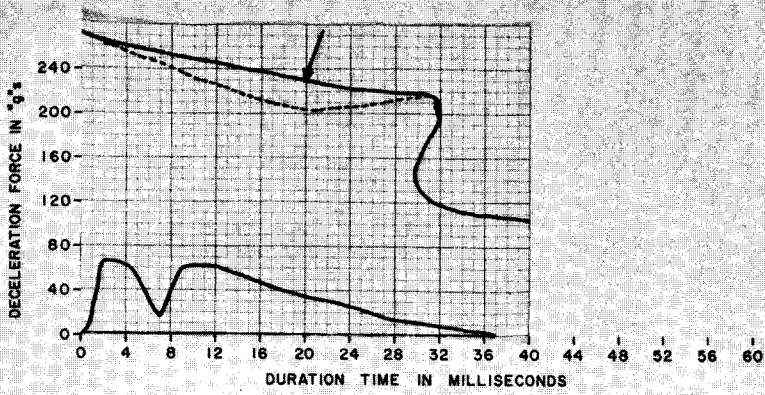
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC) ..... 18.5

METAL THICKNESS (INCHES) ..... .037

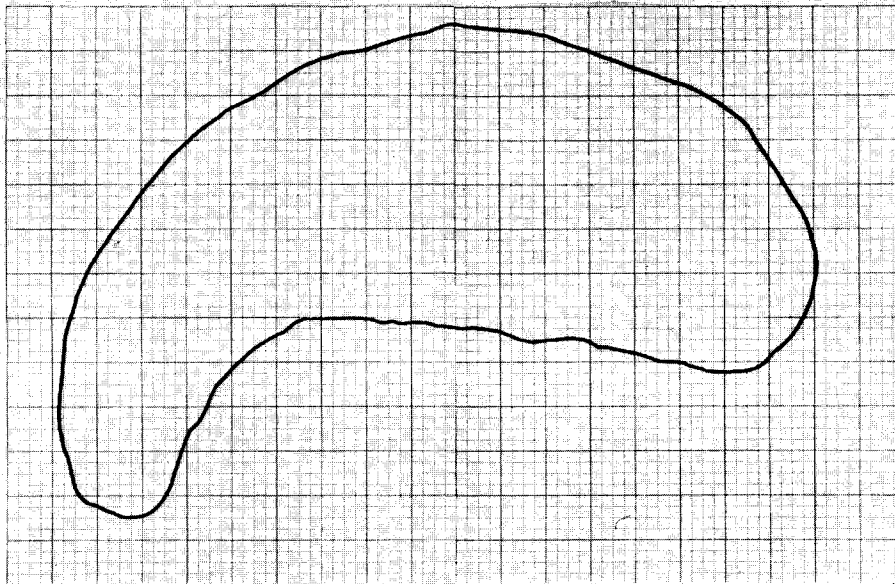
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) ..... FLAT

PADDED ..... NO

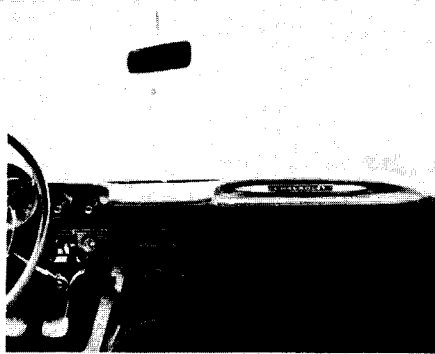
MAXIMUM DEPRESSION: DEPTH (INCHES) ..... 5/8

AREA (SQ. INCHES) ..... 101.7

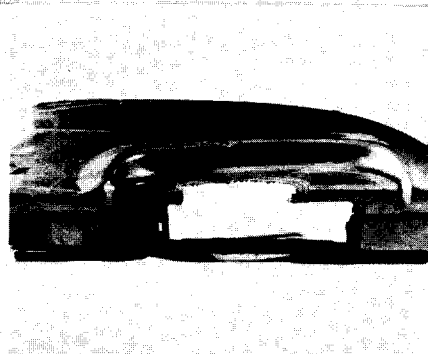
YEAR AND MAKE OF CAR ..... 60 CHEV



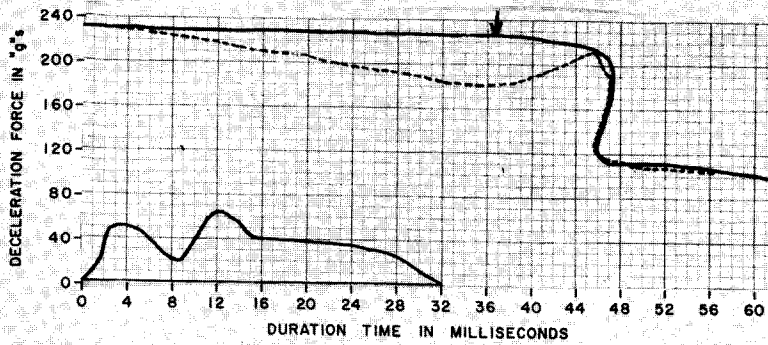
SHAPE AND AREA OF DEPRESSION



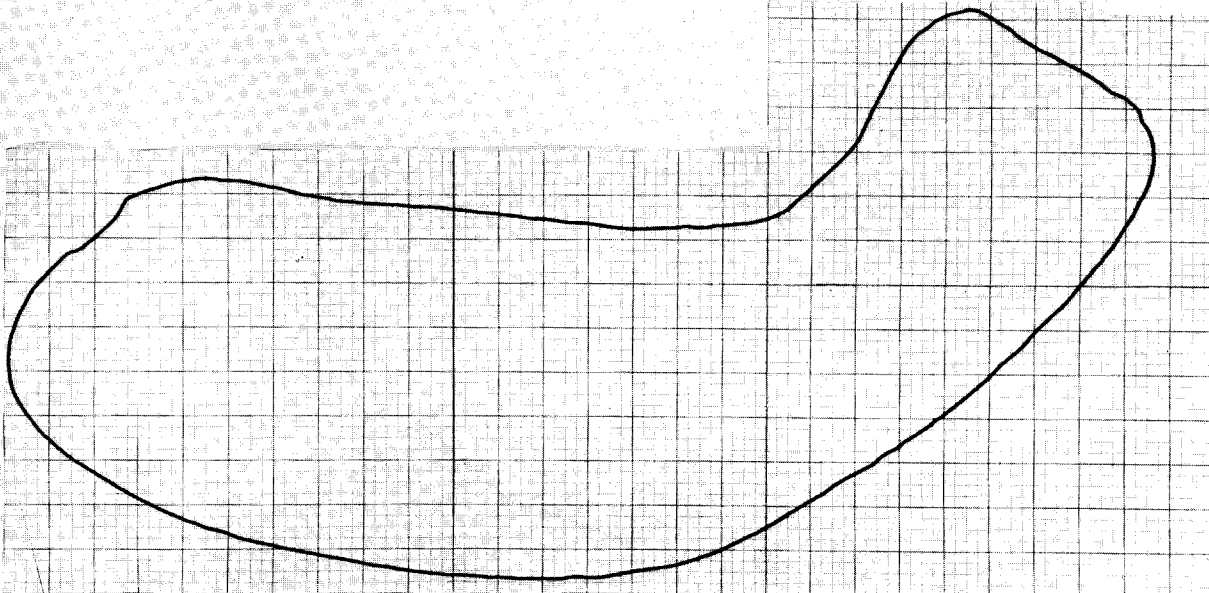
BEFORE IMPACT



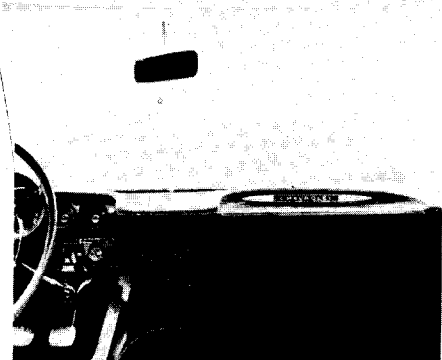
AFTER IMPACT



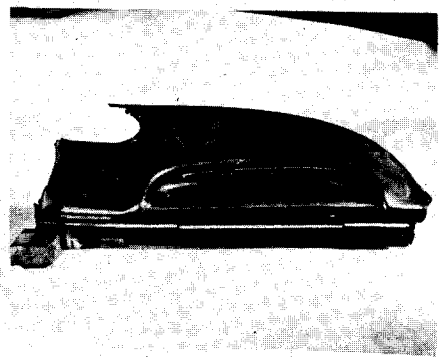
VELOCITY OF IMPACT (FT/SEC) . . . . .	<u>18.5</u>
METAL THICKNESS (INCHES) . . . . .	<u>.040</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) . . . . .	<u>8</u>
PADDED . . . . .	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) . . . . .	<u>1/8</u>
AREA (SQ. INCHES) . . . . .	<u>182.7</u>
YEAR AND MAKE OF CAR . . . . .	<u>60 CHEV</u>



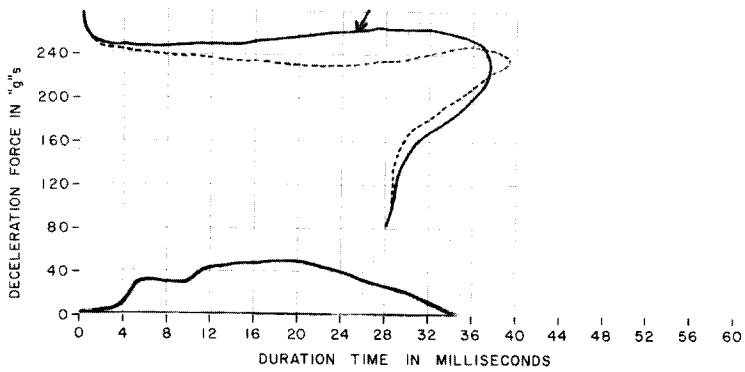
SHAPE AND AREA OF DEPRESSION



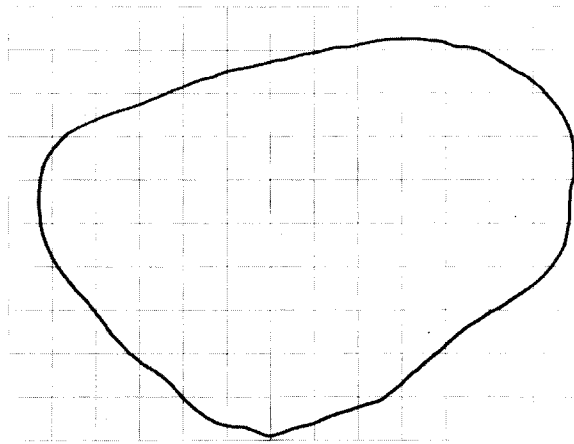
BEFORE IMPACT



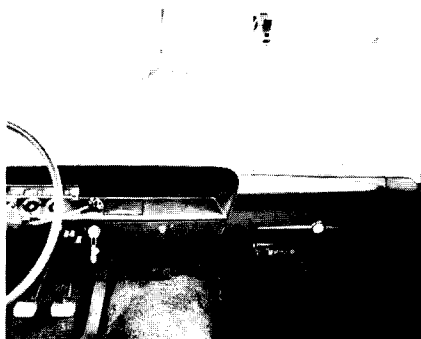
AFTER IMPACT



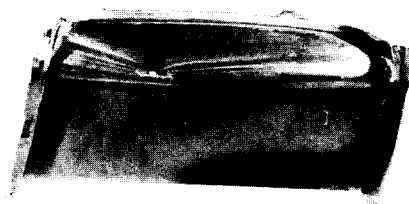
VELOCITY OF IMPACT (FT/SEC) .....	<u>19.0</u>
METAL THICKNESS (INCHES) .....	<u>.037</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>8</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>3/4</u>
AREA (SQ INCHES) .....	<u>81.3</u>
YEAR AND MAKE OF CAR .....	<u>61 CHEV</u>



SHAPE AND AREA OF DEPRESSION

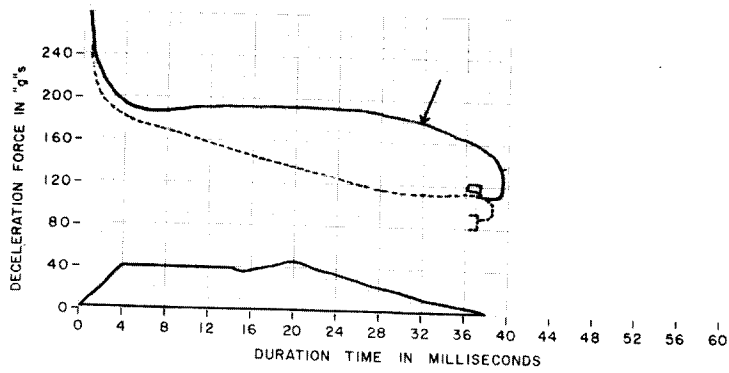


BEFORE IMPACT

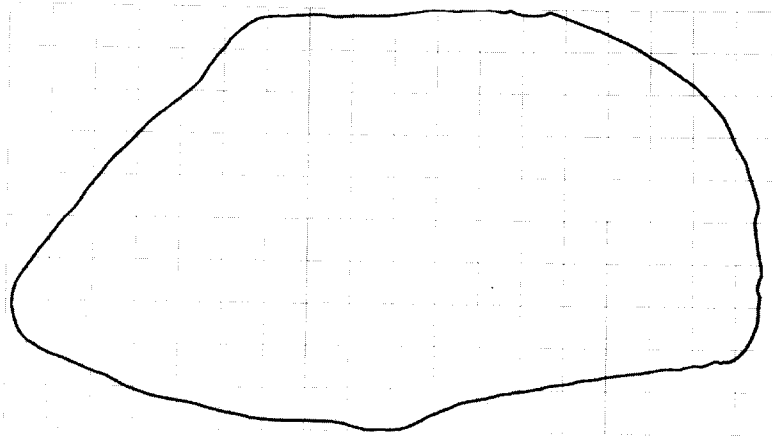


AFTER IMPACT

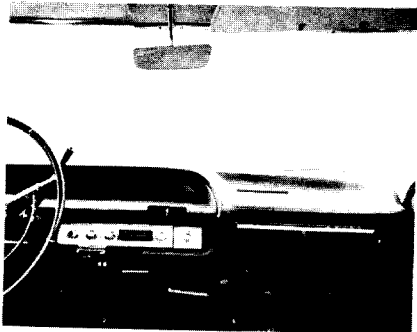




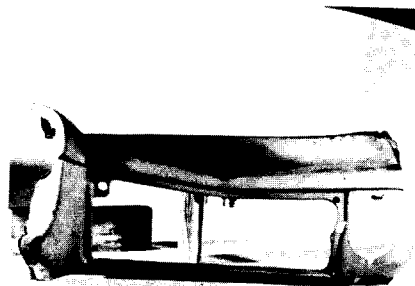
VELOCITY OF IMPACT  
 (FT/SEC) ..... 22.4  
 METAL THICKNESS  
 (INCHES) ..... .037  
 RADIUS OF CURVATURE AT  
 POINT OF IMPACT (INCHES) ..... 5 1/4  
 PADDED ..... NO  
 MAXIMUM DEPRESSION:  
 DEPTH (INCHES) ..... 1 3/4  
 AREA (SQ. INCHES) ..... 131.5  
 YEAR AND MAKE OF CAR ..... 64 CHEV



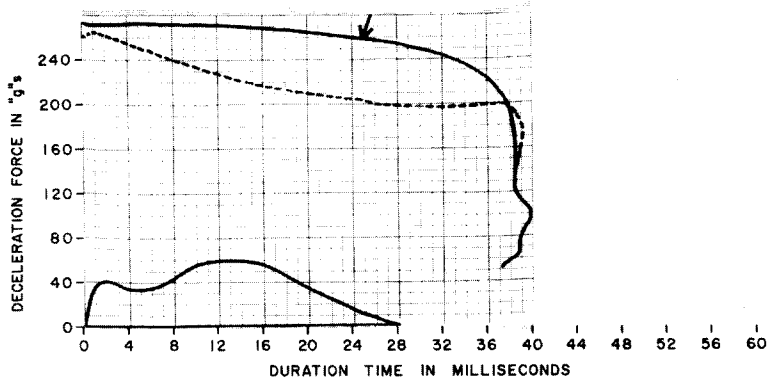
SHAPE AND AREA OF DEPRESSION



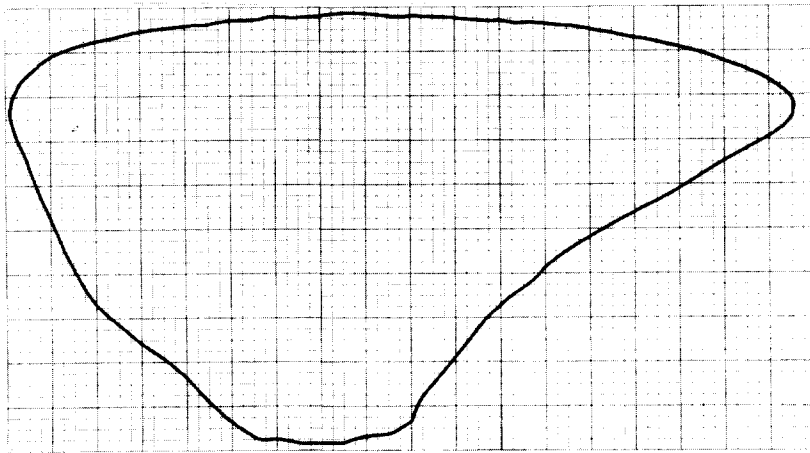
BEFORE IMPACT



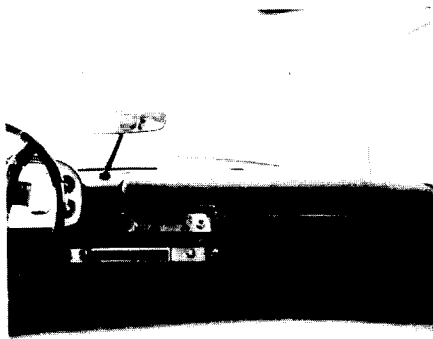
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC) .....	<u>23.4</u>
METAL THICKNESS (INCHES) .....	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>12</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1 3/8</u>
AREA (SQ. INCHES) .....	<u>110.0</u>
YEAR AND MAKE OF CAR .....	<u>57 PLYM</u>



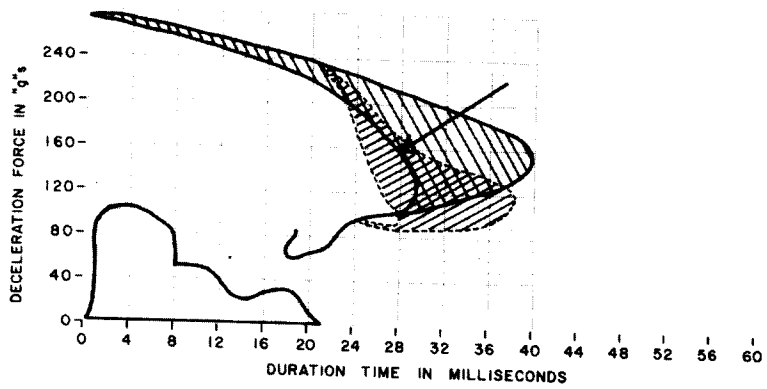
SHAPE AND AREA OF DEPRESSION



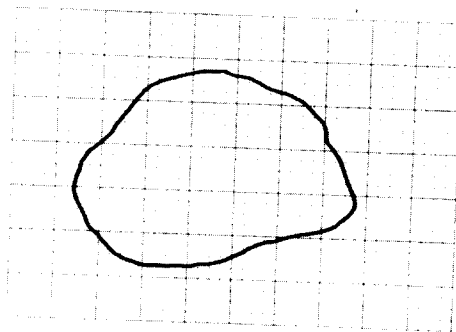
BEFORE IMPACT



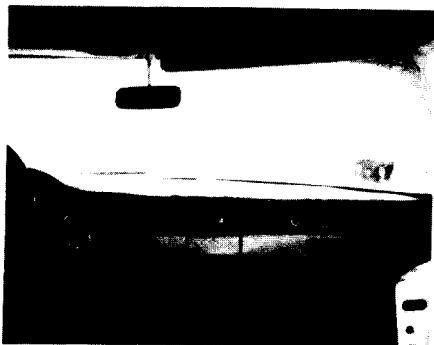
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC) .....	<u>24.1</u>
METAL THICKNESS (INCHES) .....	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>2</u>
PADDED .....	<u>YES</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>3/4</u>
AREA (SQ. INCHES) .....	<u>19.4</u>
YEAR AND MAKE OF CAR .....	<u>57 FORD</u>



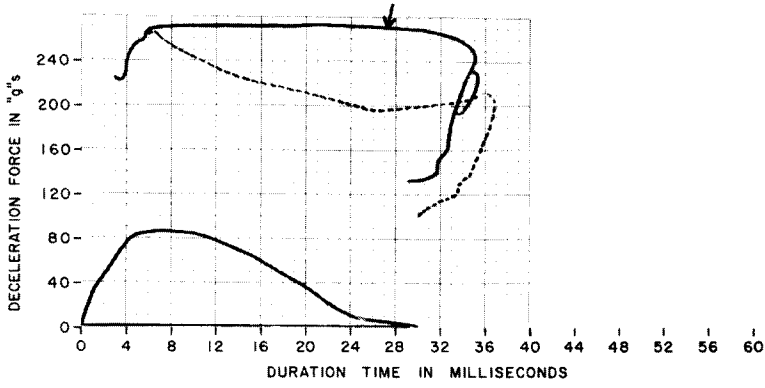
SHAPE AND AREA OF DEPRESSION



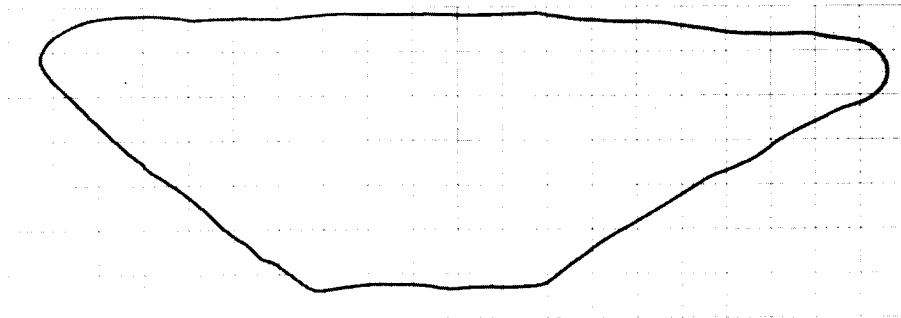
BEFORE IMPACT



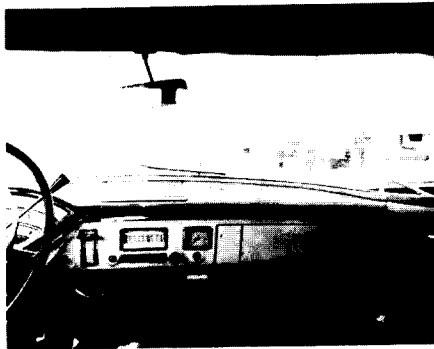
AFTER IMPACT



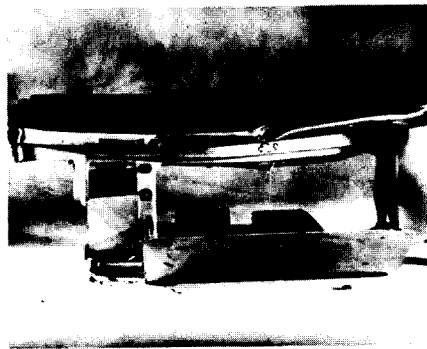
VELOCITY OF IMPACT (FT/SEC) .....	<u>24.3</u>
METAL THICKNESS (INCHES) .....	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>10 1/2</u>
PADDED. ....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1 7/8</u>
AREA (SQ. INCHES) .....	<u>79.9</u>
YEAR AND MAKE OF CAR .....	<u>55 MERC</u>



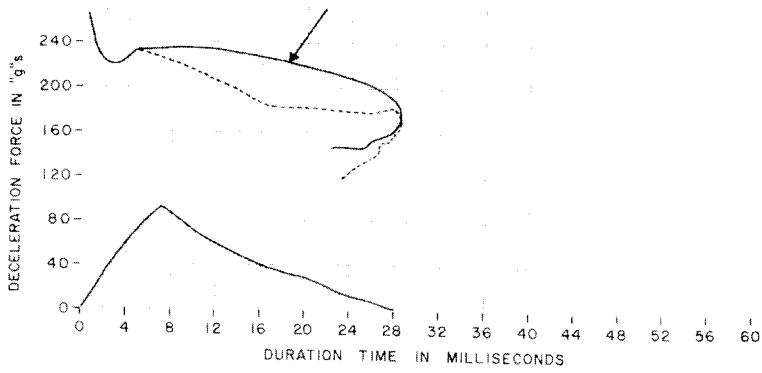
SHAPE AND AREA OF DEPRESSION



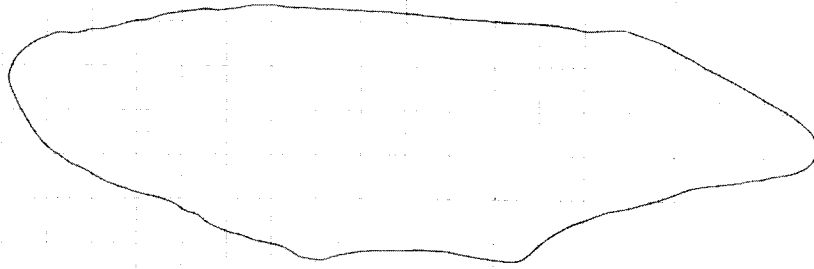
BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC) .....	<u>24.4</u>
METAL THICKNESS (INCHES) .....	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>13</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION DEPTH (INCHES) .....	<u>1 1/8</u>
AREA (SQ. INCHES) .....	<u>73.0</u>
YEAR AND MAKE OF CAR .....	<u>54 DODGE</u>



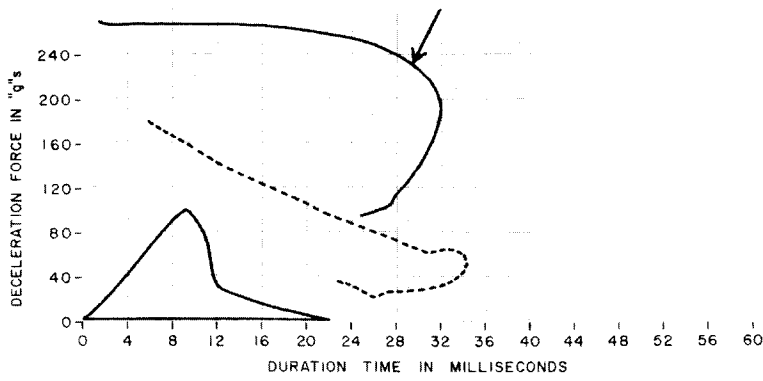
SHAPE AND AREA OF DEPRESSION



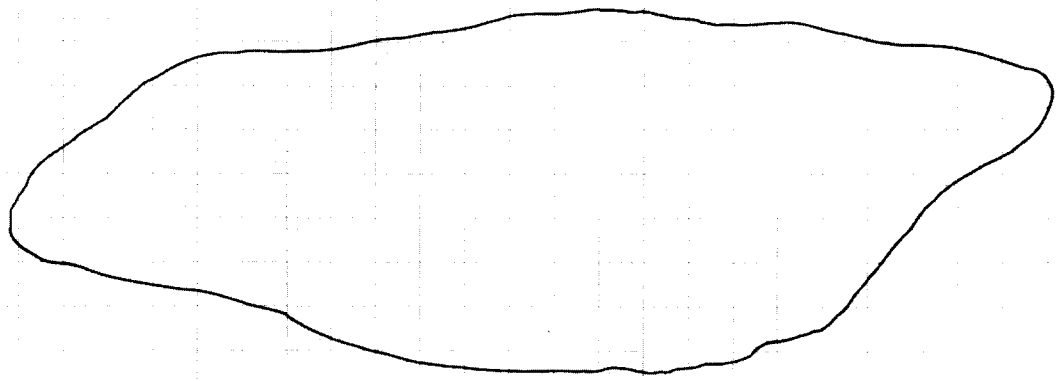
BEFORE IMPACT



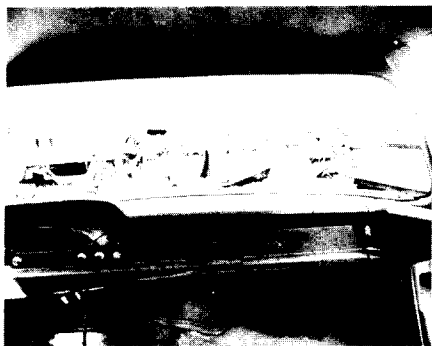
AFTER IMPACT



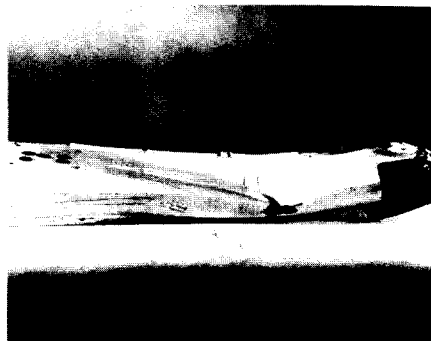
VELOCITY OF IMPACT (FT/SEC) .....	<u>245</u>
METAL THICKNESS (INCHES) .....	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>2 1/2</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>2 1/2</u>
AREA (SQ. INCHES) .....	<u>247.0</u>
YEAR AND MAKE OF CAR .....	<u>59 FORD</u>



SHAPE AND AREA OF DEPRESSION

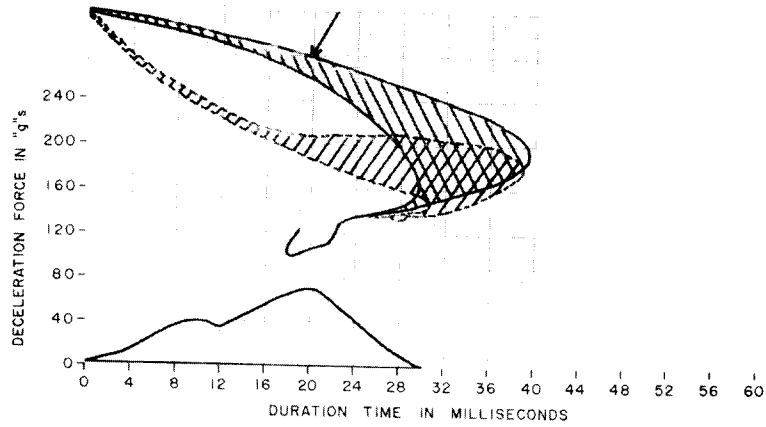


BEFORE IMPACT

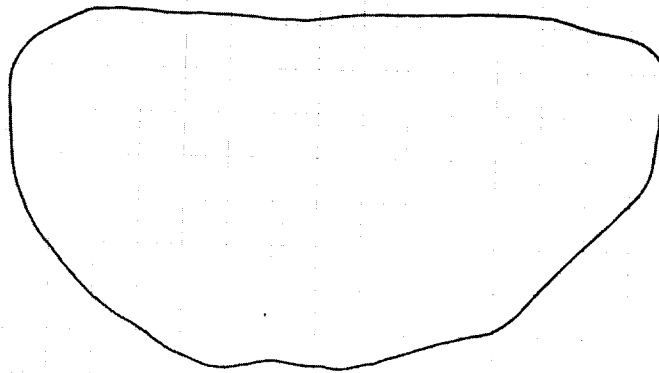


AFTER IMPACT

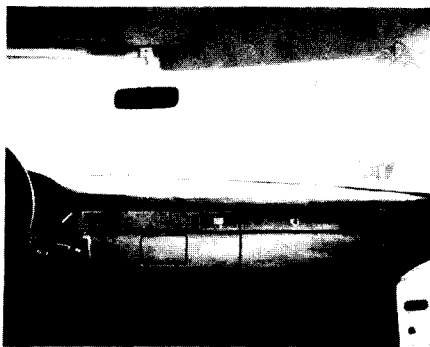




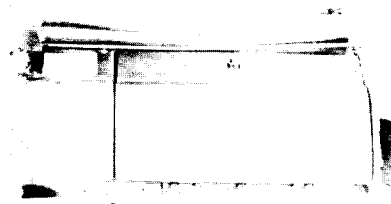
VELOCITY OF IMPACT (FT/SEC) .....	<u>24.6</u>
METAL THICKNESS (INCHES) .....	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>9</u>
PADDED .....	<u>YES</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1 3/4</u>
AREA (SQ. INCHES) .....	<u>95.0</u>
YEAR AND MAKE OF CAR .....	<u>57 FORD</u>



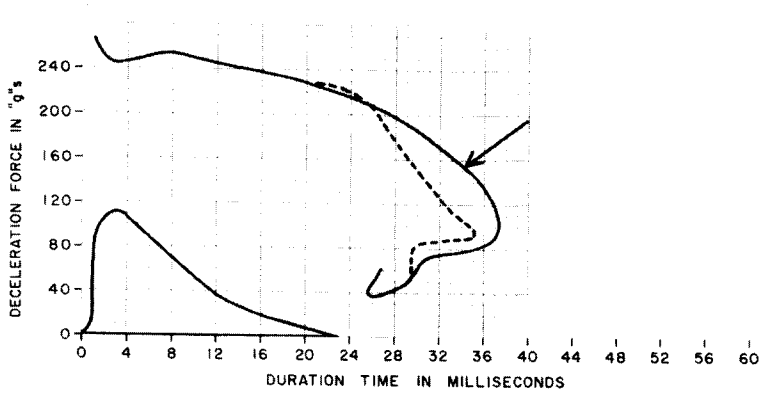
SHAPE AND AREA OF DEPRESSION



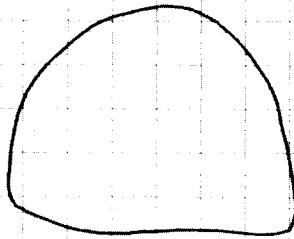
BEFORE IMPACT



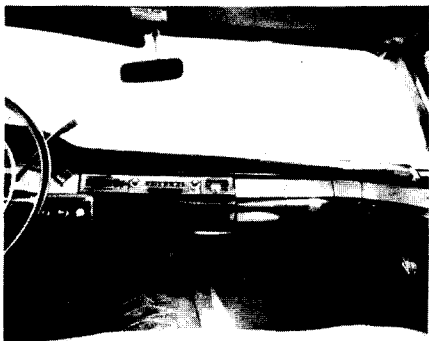
AFTER IMPACT



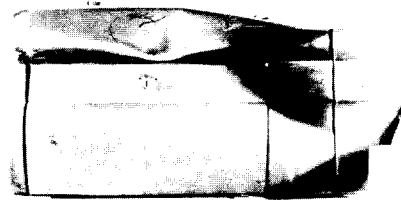
VELOCITY OF IMPACT (FT/SEC) .....	<u>24.6</u>
METAL THICKNESS (INCHES) .....	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>4 3/4</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>7/8</u>
AREA (SQ. INCHES) .....	<u>26.7</u>
YEAR AND MAKE OF CAR .....	<u>57 FORD</u>



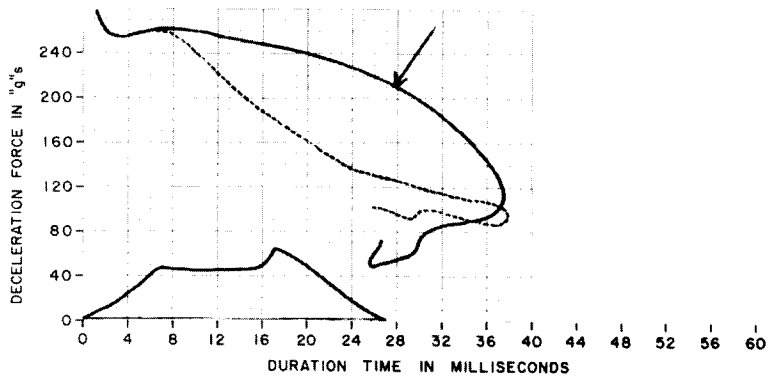
SHAPE AND AREA OF DEPRESSION



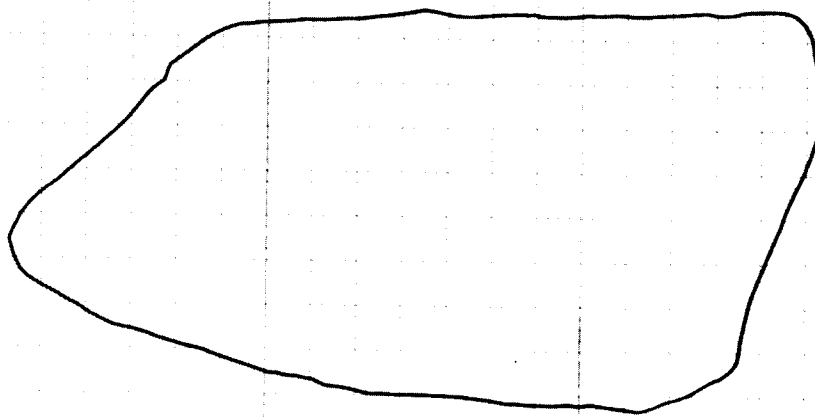
BEFORE IMPACT



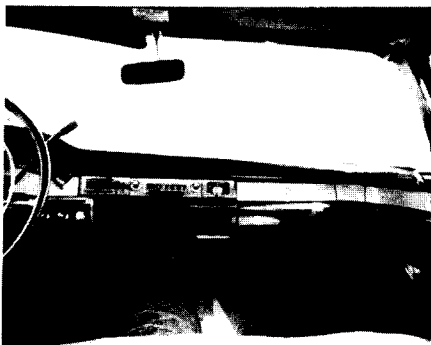
AFTER IMPACT



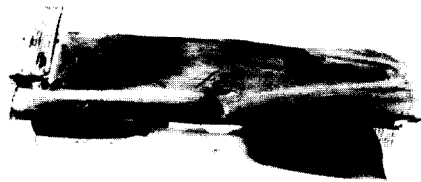
VELOCITY OF IMPACT (FT/SEC) .....	<u>24.7</u>
METAL THICKNESS (INCHES) .....	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>8 <sup>3</sup>/<sub>8</sub></u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>2 <sup>1</sup>/<sub>8</sub></u>
AREA (SQ. INCHES) .....	<u>126.4</u>
YEAR AND MAKE OF CAR .....	<u>57 FORD</u>



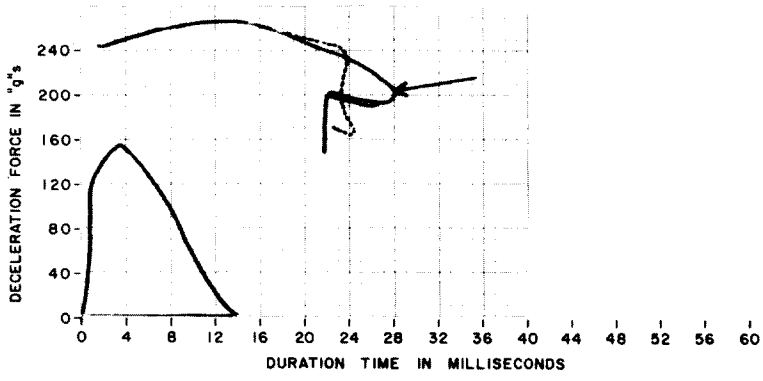
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT  
(FT/SEC) ..... 25.0

METAL THICKNESS  
(INCHES) ..... 0.042

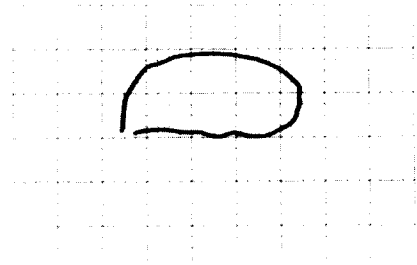
RADIUS OF CURVATURE AT  
POINT OF IMPACT (INCHES) ..... 1/8

PADDED ..... NO

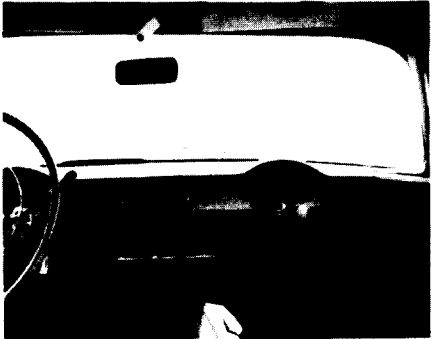
MAXIMUM DEPRESSION:  
DEPTH (INCHES) ..... 1 1/8

AREA (SQ. INCHES) ..... 6.0

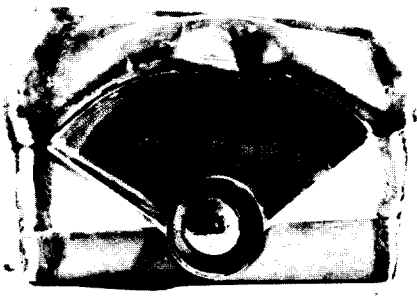
YEAR AND MAKE OF CAR ..... 55 CHEV



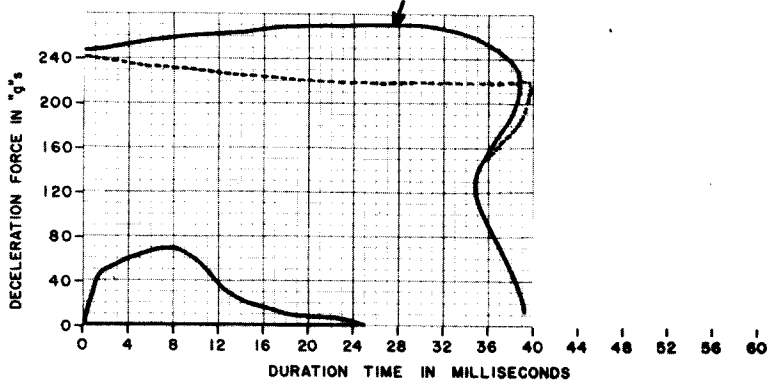
**SHAPE AND AREA OF DEPRESSION**



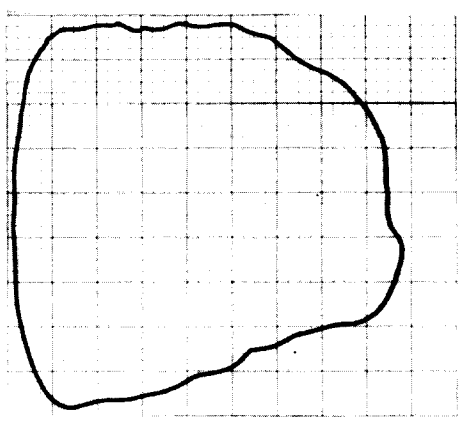
**BEFORE IMPACT**



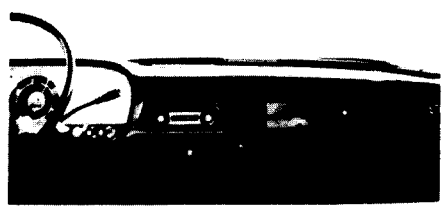
**AFTER IMPACT**



VELOCITY OF IMPACT  
 (FT/SEC) ..... 25.2  
 METAL THICKNESS  
 (INCHES) ..... .037  
 RADIUS OF CURVATURE AT  
 POINT OF IMPACT (INCHES) ..... 10 3/4  
 PADDED ..... NO  
 MAXIMUM DEPRESSION:  
 DEPTH (INCHES) ..... 1 1/4  
 AREA (SQ. INCHES) ..... 28.7  
 YEAR AND MAKE OF CAR ..... 61 FORD P/U



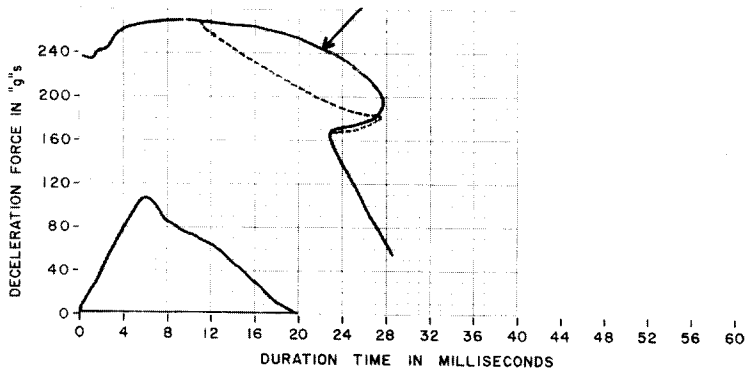
SHAPE AND AREA OF DEPRESSION



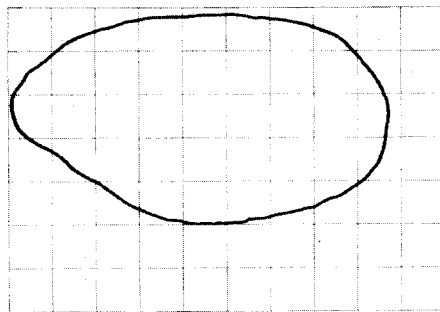
BEFORE IMPACT



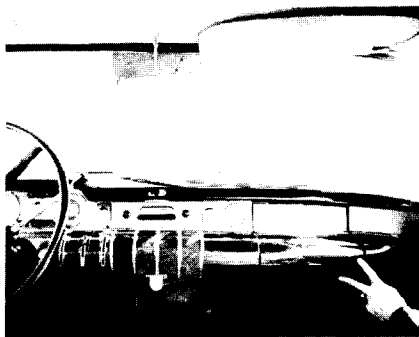
AFTER IMPACT



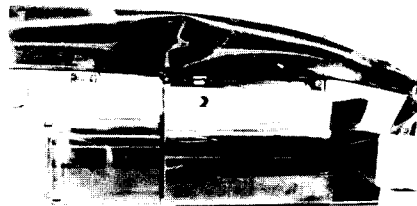
VELOCITY OF IMPACT (FT/SEC) .....	<u>25.6</u>
METAL THICKNESS (INCHES) .....	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>4 1/2</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1</u>
AREA (SQ. INCHES) .....	<u>31.9</u>
YEAR AND MAKE OF CAR .....	<u>55 BUICK</u>



SHAPE AND AREA OF DEPRESSION

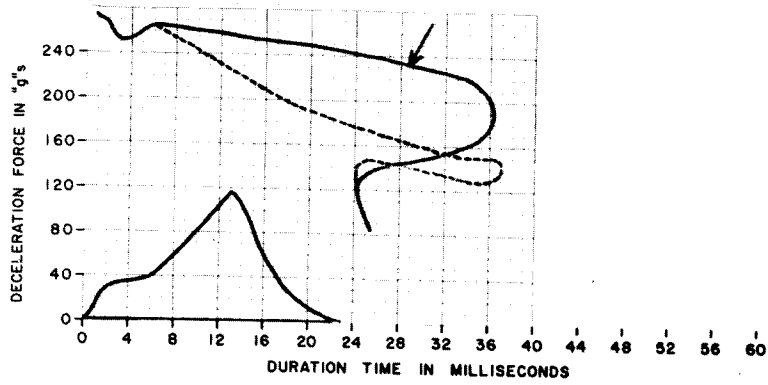


BEFORE IMPACT



AFTER IMPACT





VELOCITY OF IMPACT (FT/SEC) ..... 25.6

METAL THICKNESS (INCHES) ..... .049

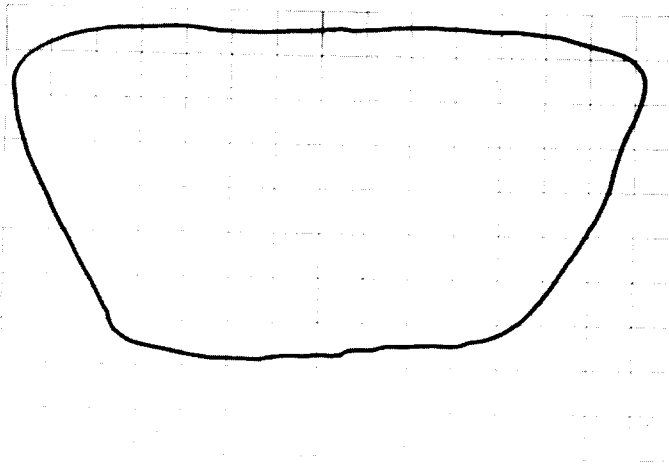
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) ..... 10 1/2

PADDED ..... NO

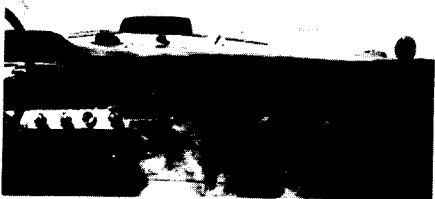
MAXIMUM DEPRESSION: DEPTH (INCHES) ..... 1 5/8

AREA (SQ. INCHES) ..... 86.7

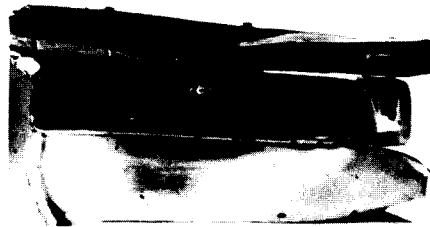
YEAR AND MAKE OF CAR ..... 57 DODGE



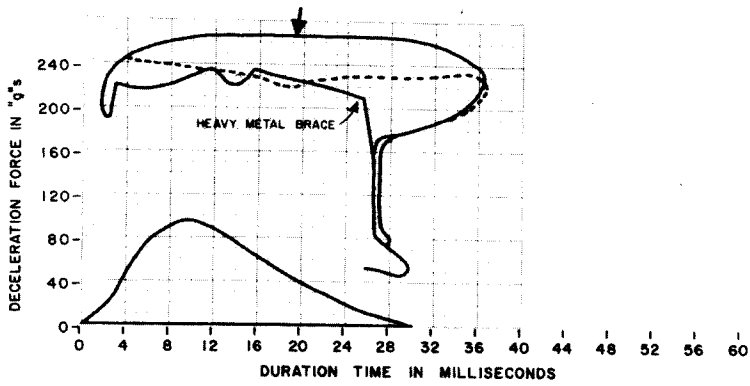
SHAPE AND AREA OF DEPRESSION



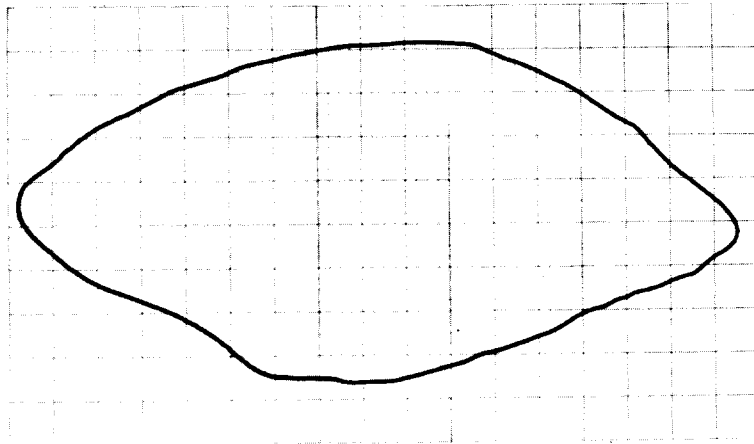
BEFORE IMPACT



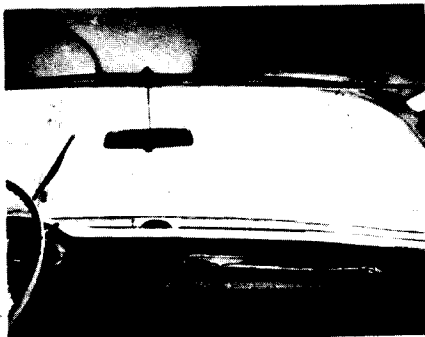
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC) .....	<u>26.0</u>
METAL THICKNESS (INCHES) .....	<u>.043</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>19</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1/4</u>
AREA (SQ. INCHES) .....	<u>86.8</u>
YEAR AND MAKE OF CAR .....	<u>57 OLDS</u>



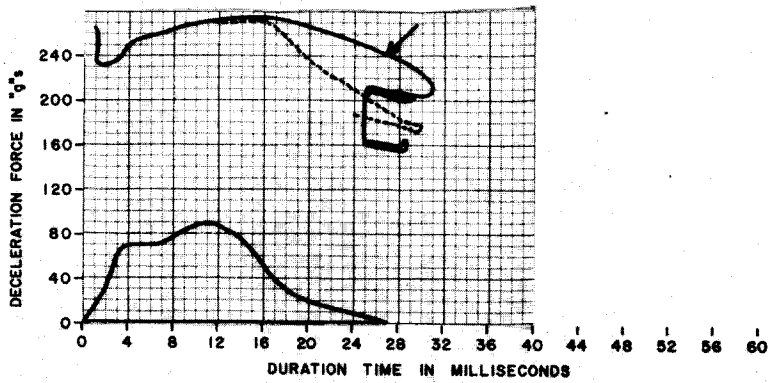
SHAPE AND AREA OF DEPRESSION



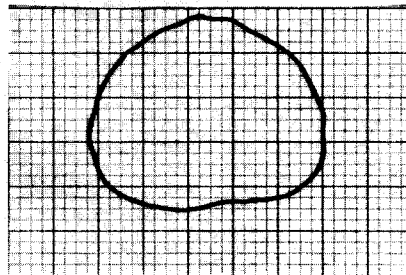
BEFORE IMPACT



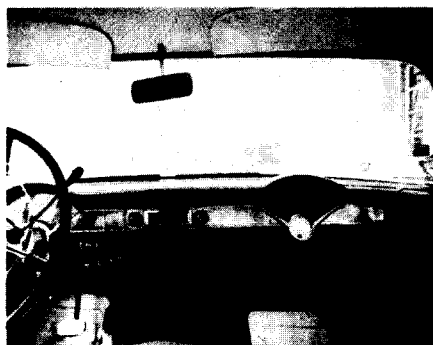
AFTER IMPACT



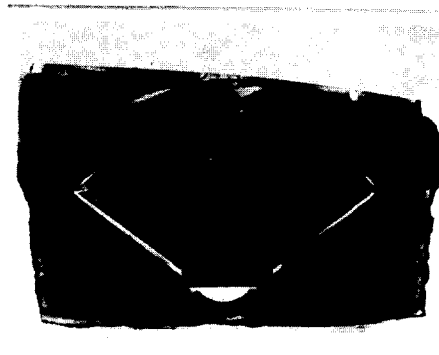
VELOCITY OF IMPACT (FT/SEC) .....	<u>26.0</u>
METAL THICKNESS (INCHES) .....	<u>.037</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>7</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1</u>
AREA (SQ. INCHES) .....	<u>18.0</u>
YEAR AND MAKE OF CAR .....	<u>56 CHEV</u>



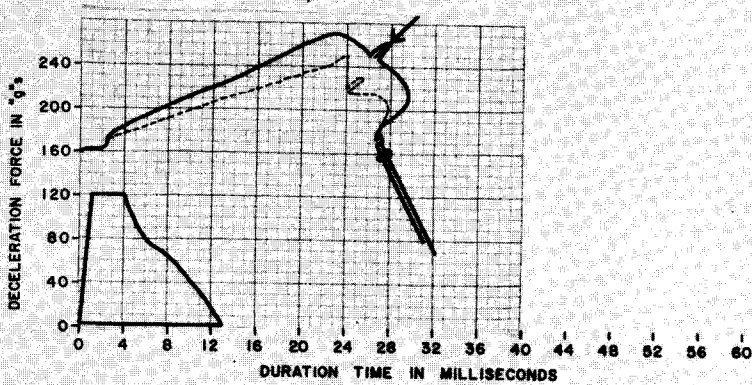
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



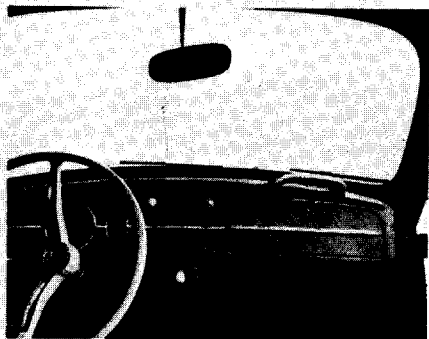
AFTER IMPACT



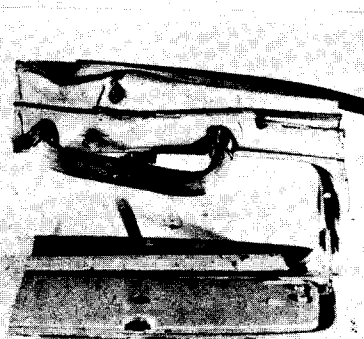
VELOCITY OF IMPACT (FT/SEC) . . . . .	<u>26.4</u>
METAL THICKNESS (INCHES) . . . . .	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) . . . . .	<u>FLAT/PROT. SHARP EDGE</u>
PADDED . . . . .	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) . . . . .	<u>1</u>
AREA (SQ. INCHES) . . . . .	<u>35.5</u>
YEAR AND MAKE OF CAR . . . . .	<u>63 VW</u>



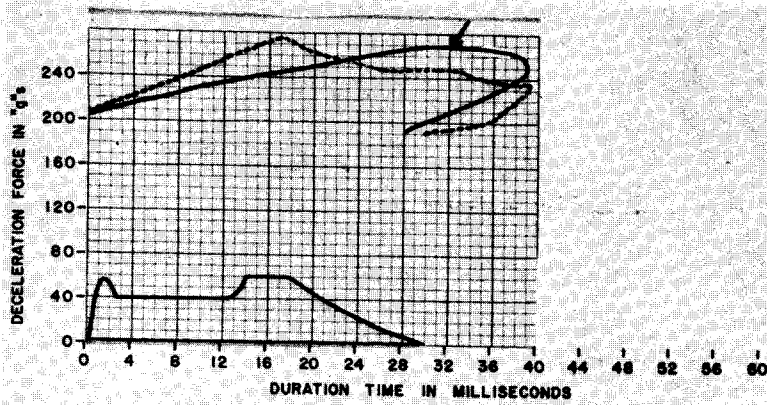
**SHAPE AND AREA OF DEPRESSION**



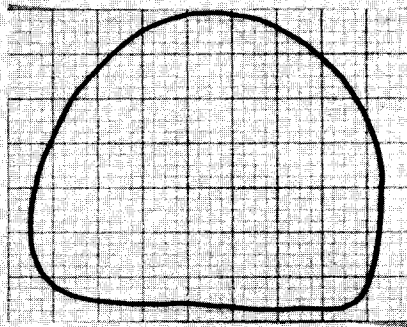
**BEFORE IMPACT**



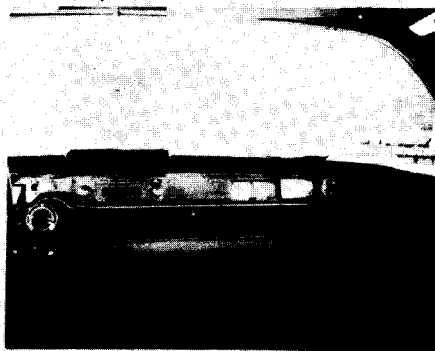
**AFTER IMPACT**



VELOCITY OF IMPACT (FT/SEC) ..... 27.2  
 METAL THICKNESS (INCHES) ..... 0.45  
 RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) ..... 7 1/2  
 PADDED ..... NO  
 MAXIMUM DEPRESSION: DEPTH (INCHES) ..... 5/8  
 AREA (SQ. INCHES) ..... 42.5  
 YEAR AND MAKE OF CAR ..... 58 BUICK



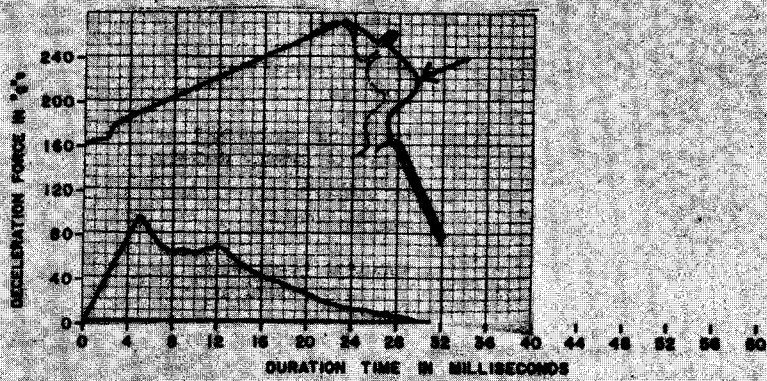
**SHAPE AND AREA OF DEPRESSION**



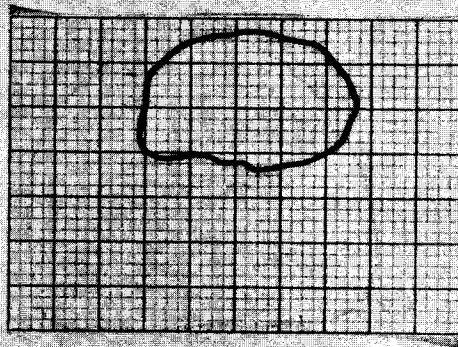
**BEFORE IMPACT**



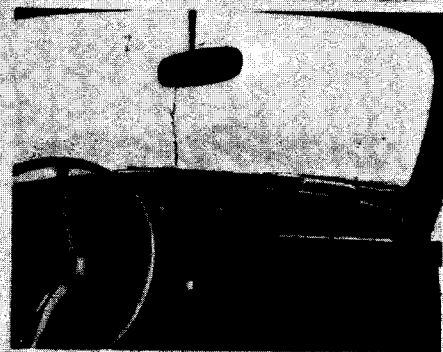
**AFTER IMPACT**



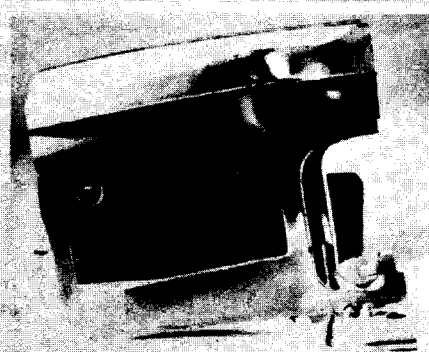
VELOCITY OF IMPACT (FT/SEC) .....	<u>27.2</u>
METAL THICKNESS (INCHES) .....	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>1/4</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>3/4</u>
AREA (SQ. INCHES) .....	<u>11.5</u>
YEAR AND MAKE OF CAR .....	<u>63 VW</u>



SHAPE AND AREA OF DEPRESSION

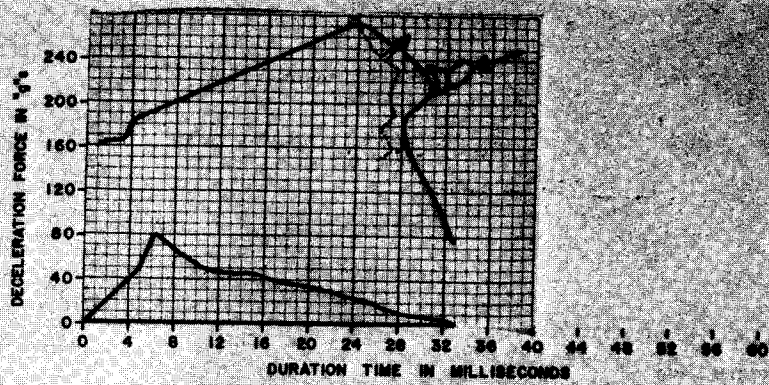


BEFORE IMPACT

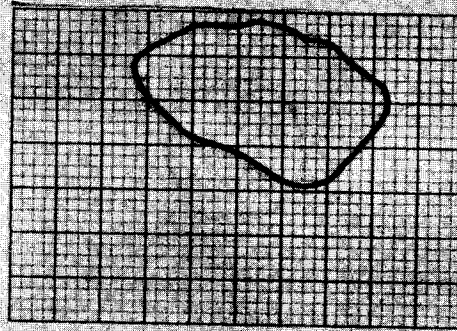


AFTER IMPACT

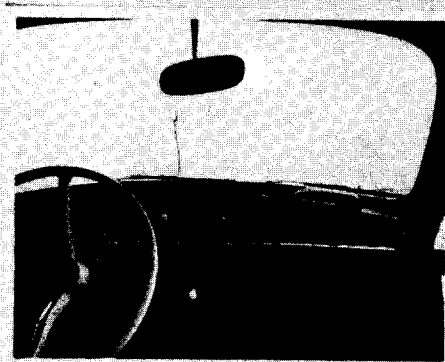




VELOCITY OF IMPACT ..... 27.3  
 METAL THICKNESS (INCHES) ..... .038  
 RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) ..... 1/4  
 PADDED ..... RUB. COV. HANDLE  
 MAXIMUM DEPRESSION: DEPTH (INCHES) ..... 1  
 AREA (SQ. INCHES) ..... 13.7  
 YEAR AND MAKE OF CAR ..... 63 VW



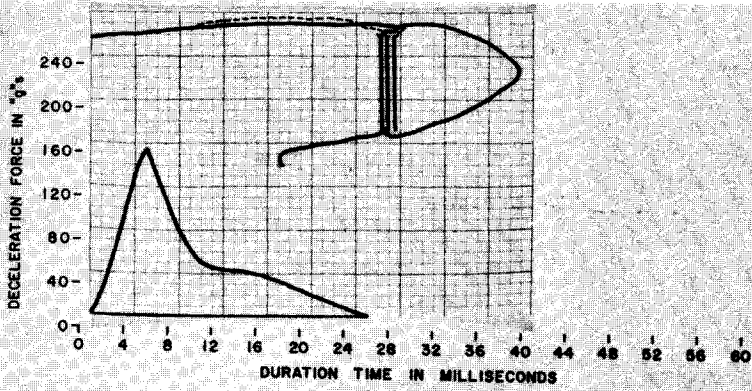
SHAPE AND AREA OF DEPRESSION



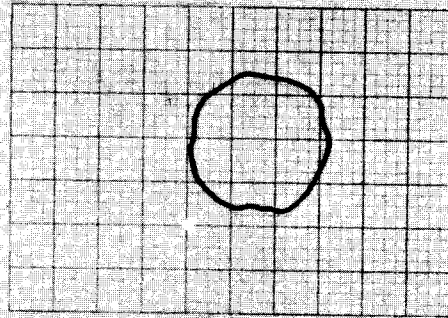
BEFORE IMPACT



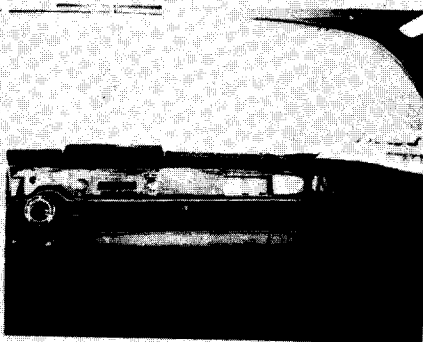
AFTER IMPACT



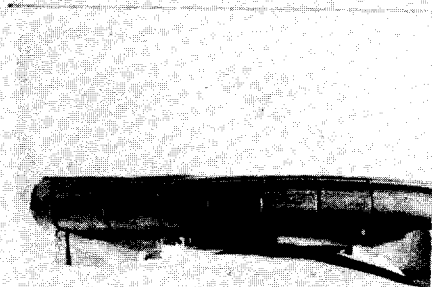
VELOCITY OF IMPACT (FT/SEC) .....	<u>27.3</u>
METAL THICKNESS (INCHES) .....	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>20</u>
PADDED .....	<u>YES</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1/4</u>
AREA (SQ. INCHES) .....	<u>7.5</u>
YEAR AND MAKE OF CAR .....	<u>58 BUICK</u>



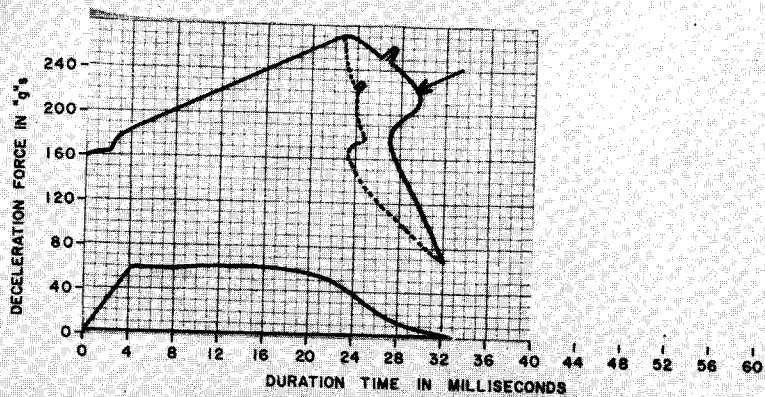
SHAPE AND AREA OF DEPRESSION



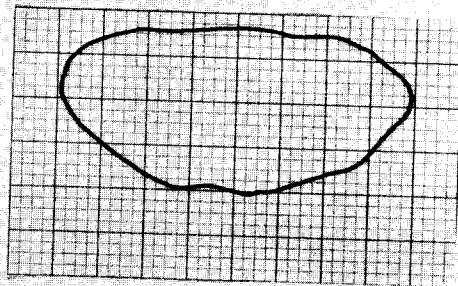
BEFORE IMPACT



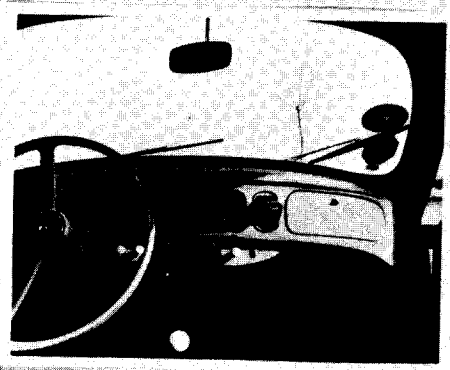
AFTER IMPACT



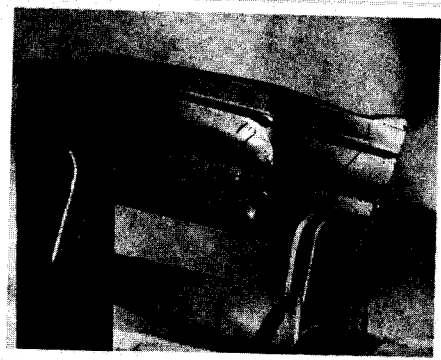
VELOCITY OF IMPACT (FT/SEC) .....	<u>27.3</u>
METAL THICKNESS (INCHES) .....	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>1/4</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1/2</u>
AREA (SQ. INCHES) .....	<u>22.4</u>
YEAR AND MAKE OF CAR .....	<u>63 VW</u>



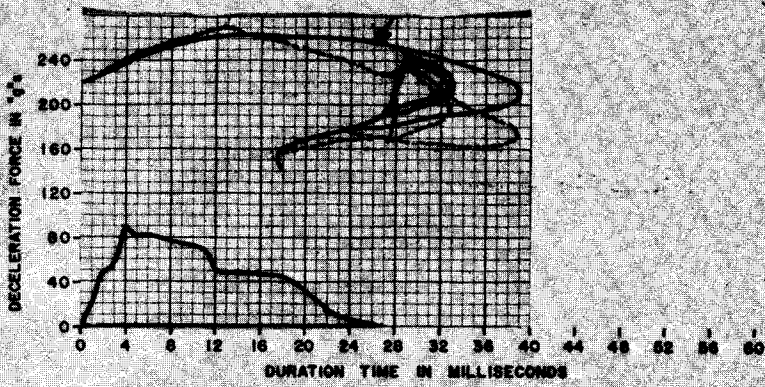
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT.



VELOCITY OF IMPACT (FT/SEC) ..... 27.4

METAL THICKNESS (INCHES) ..... .038

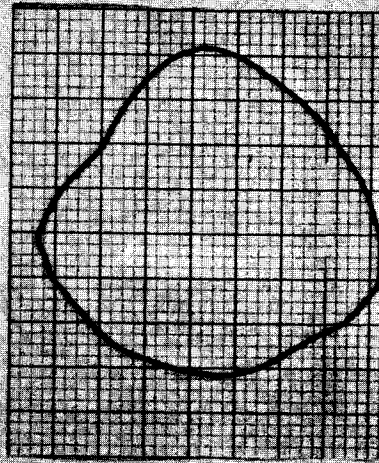
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....  $10\frac{3}{4}$

PADDED ..... PADDED LIP

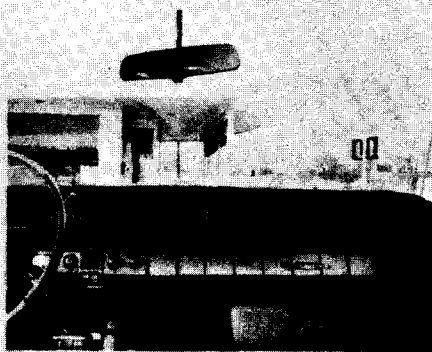
MAXIMUM DEPRESSION: DEPTH (INCHES) .....  $\frac{3}{4}$

AREA (SQ. INCHES) ..... 38.6

YEAR AND MAKE OF CAR ..... 61 PONTIAC



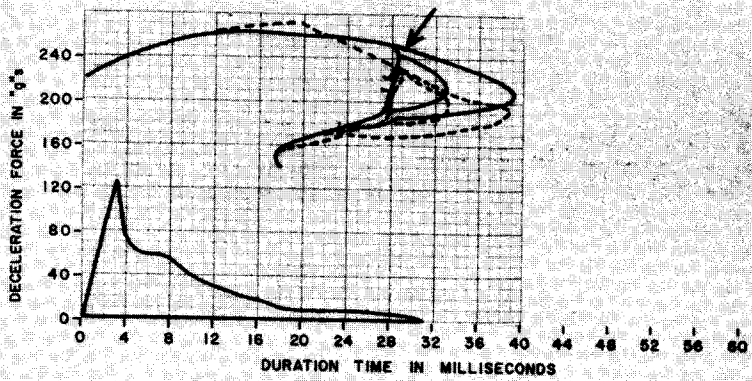
SHAPE AND AREA OF DEPRESSION



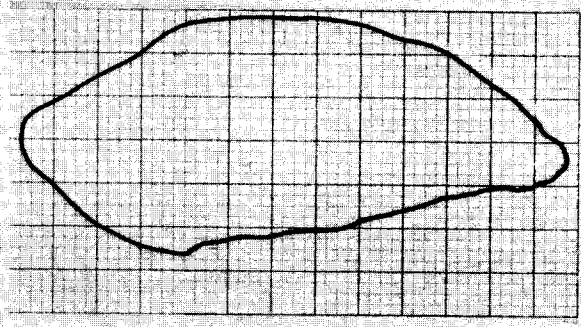
BEFORE IMPACT



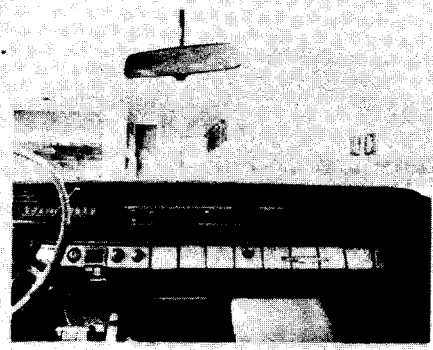
AFTER IMPACT



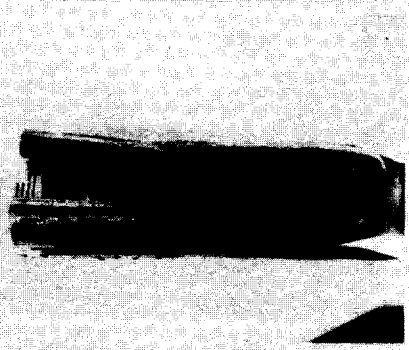
VELOCITY OF IMPACT (FT/SEC) .....	<u>27.5</u>
METAL THICKNESS (INCHES) .....	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>10<sup>3</sup>/<sub>4</sub></u>
PADDED .....	<u>PADDED LIP</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1/2</u>
AREA (SQ. INCHES) .....	<u>45.4</u>
YEAR AND MAKE OF CAR .....	<u>61 PONTIAC</u>



SHAPE AND AREA OF DEPRESSION

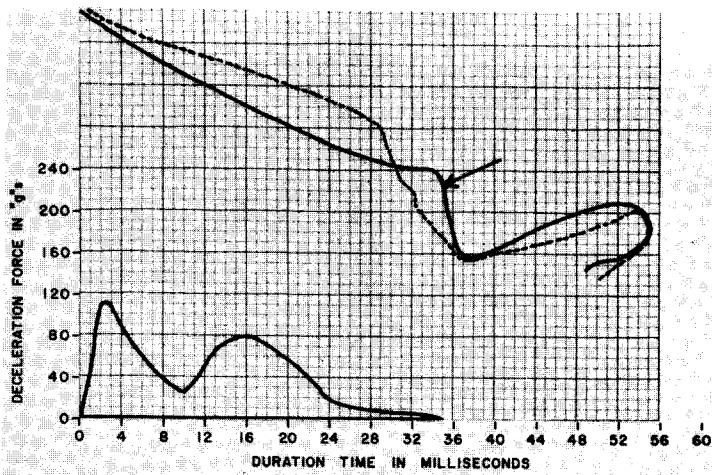


BEFORE IMPACT

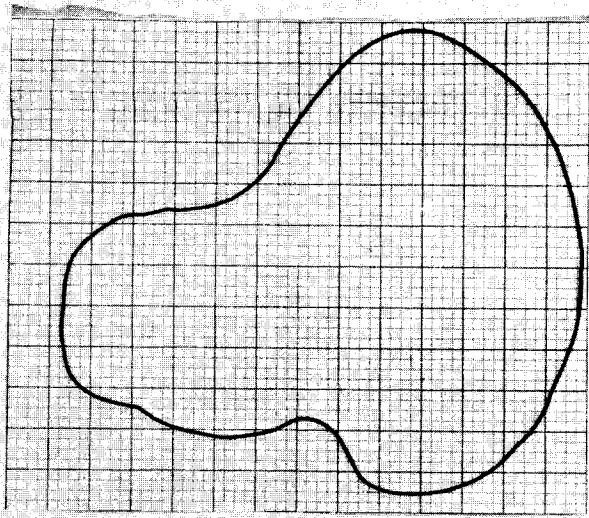


AFTER IMPACT

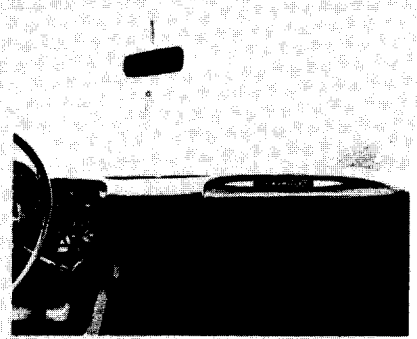




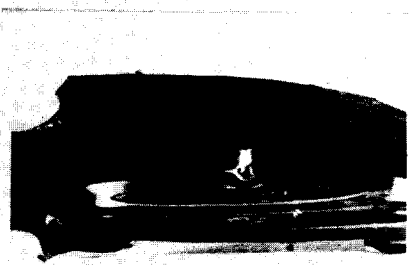
VELOCITY OF IMPACT (FT/SEC) .....	<u>29.07</u>
METAL THICKNESS (INCHES) .....	<u>.043</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>1/2</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>3/4</u>
AREA (SQ. INCHES) .....	<u>90.8</u>
YEAR AND MAKE OF CAR .....	<u>59 CHEV</u>



SHAPE AND AREA OF DEPRESSION

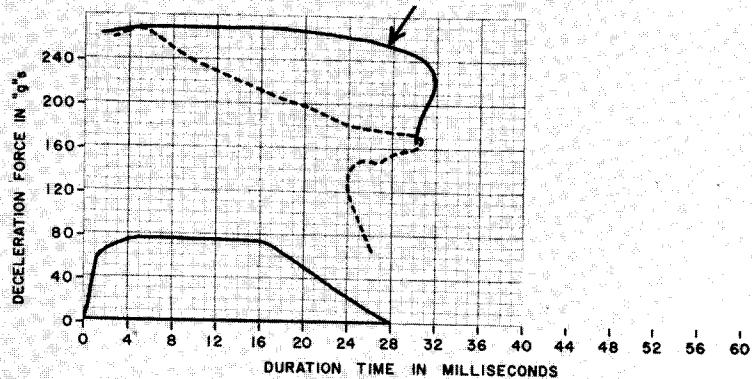


BEFORE IMPACT

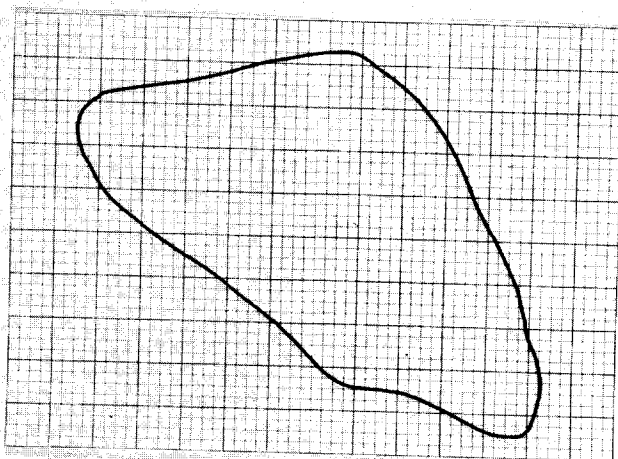


AFTER IMPACT

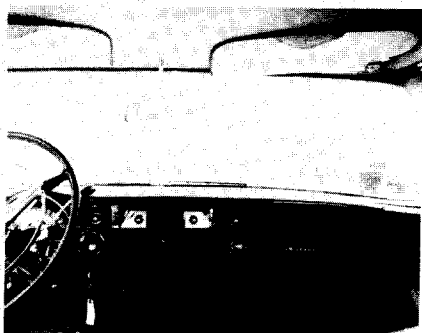




VELOCITY OF IMPACT (FT/SEC) .....	<u>29.15</u>
METAL THICKNESS (INCHES) .....	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>5</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>2</u>
AREA (SQ. INCHES) .....	<u>53.9</u>
YEAR AND MAKE OF CAR .....	<u>55 PONTIAC</u>



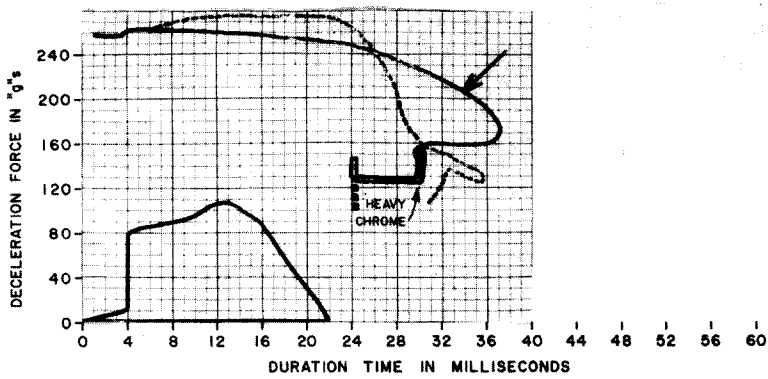
SHAPE AND AREA OF DEPRESSION



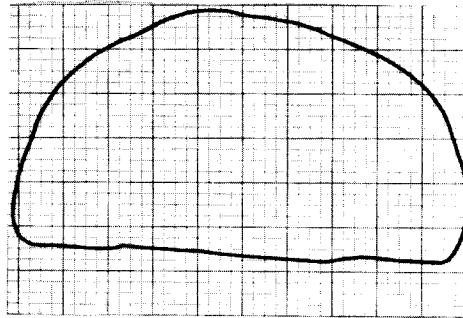
BEFORE IMPACT



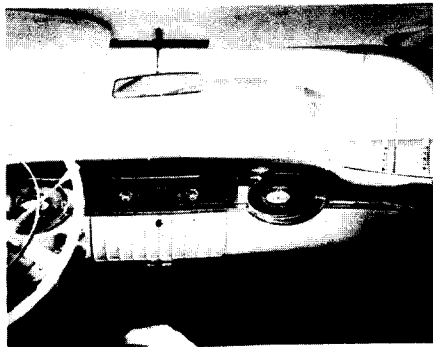
AFTER IMPACT



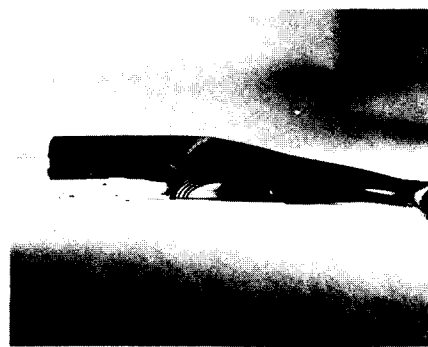
VELOCITY OF IMPACT (FT/SEC) .....	<u>29.15</u>
METAL THICKNESS (INCHES) .....	<u>.049</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) .....	<u>2 1/8</u>
PADDED .....	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) .....	<u>1 1/2</u>
AREA (SQ. INCHES) .....	<u>45.2</u>
YEAR AND MAKE OF CAR .....	<u>54 OLDS</u>



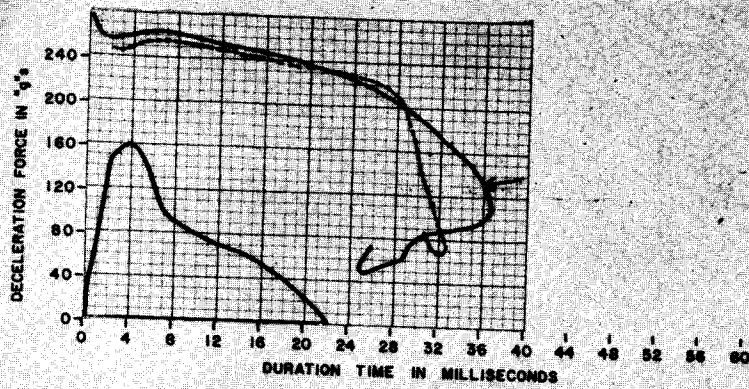
SHAPE AND AREA OF DEPRESSION



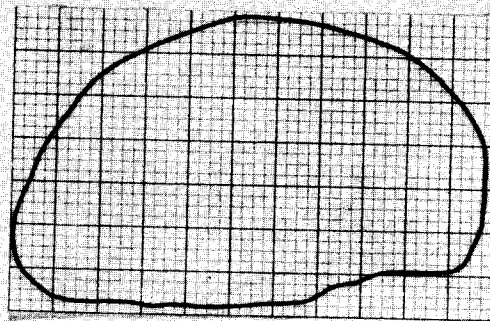
BEFORE IMPACT



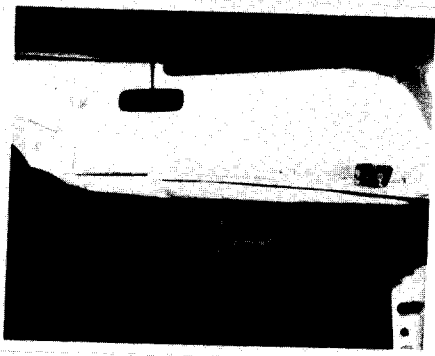
AFTER IMPACT



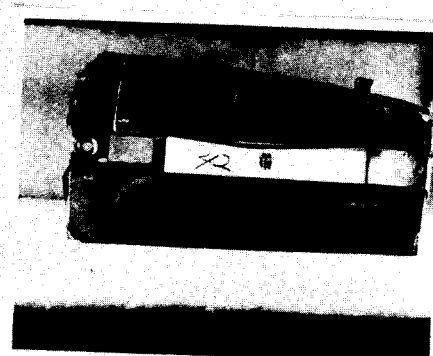
VELOCITY OF IMPACT (FT/SEC)	30.1
METAL THICKNESS (INCHES)	.039
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	3/4
PADDED	NO
MAXIMUM DEPRESSION: DEPTH (INCHES)	1 1/4
AREA (SQ. INCHES)	56.7
YEAR AND MAKE OF CAR	57 FORD



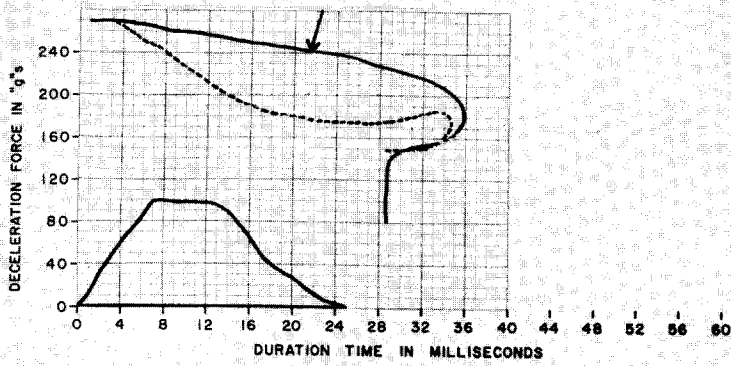
SHAPE AND AREA OF DEPRESSION



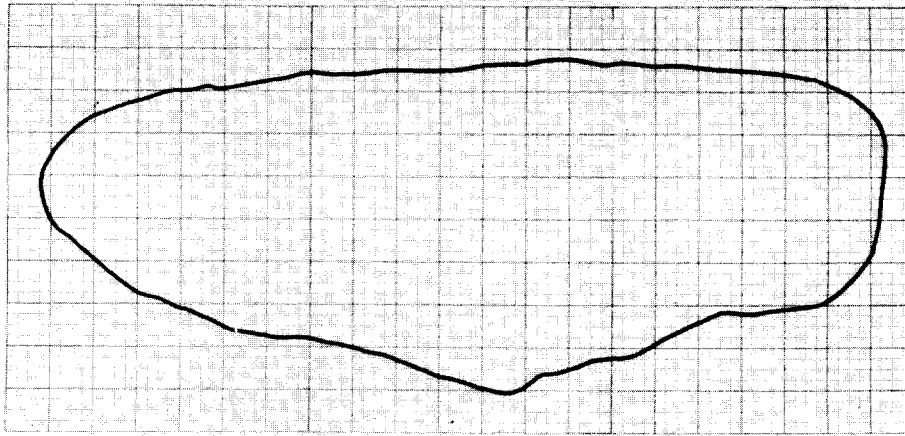
BEFORE IMPACT



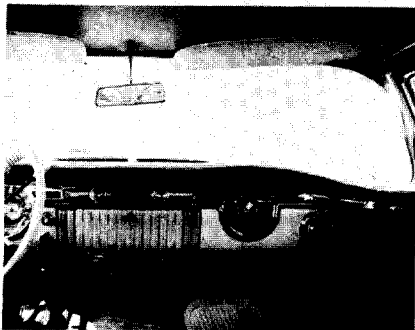
AFTER IMPACT



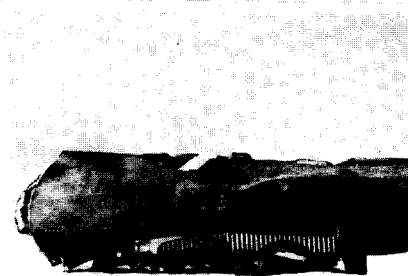
VELOCITY OF IMPACT (FT/SEC) . . . . .	<u>30.3</u>
METAL THICKNESS (INCHES) . . . . .	<u>.042</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) . . . . .	<u>17 1/2</u>
PADDED . . . . .	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES) . . . . .	<u>1 1/2</u>
AREA (SQ. INCHES) . . . . .	<u>112.0</u>
YEAR AND MAKE OF CAR . . . . .	<u>55 OLDS</u>



SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT