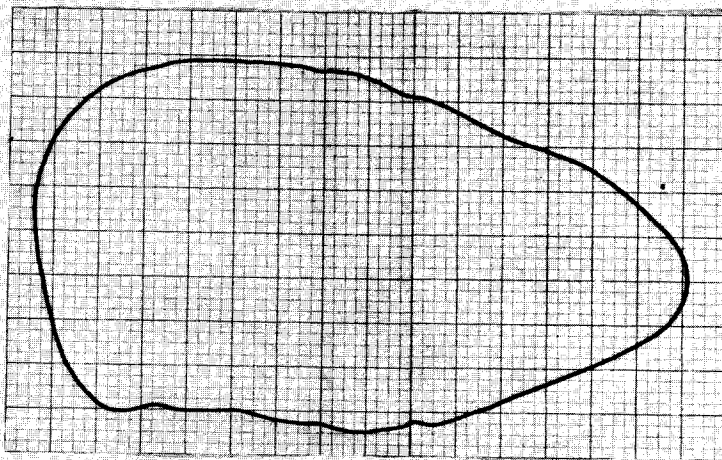
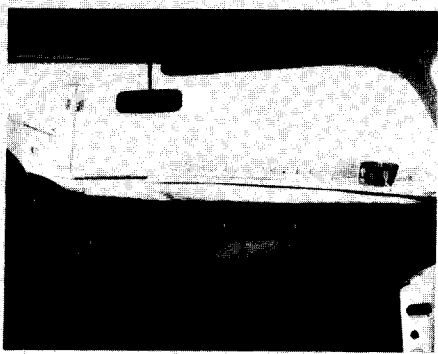


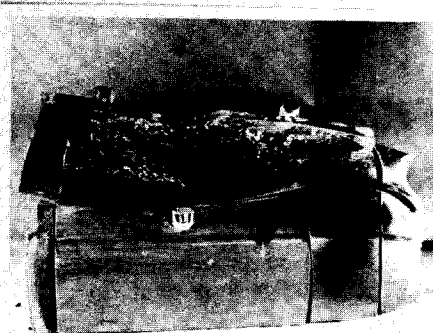
VELOCITY OF IMPACT (FT/SEC)	<u>30.4</u>
METAL THICKNESS (INCHES)	<u>0.39</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>9 1/4</u>
PADDED	<u>YES</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>92.7</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



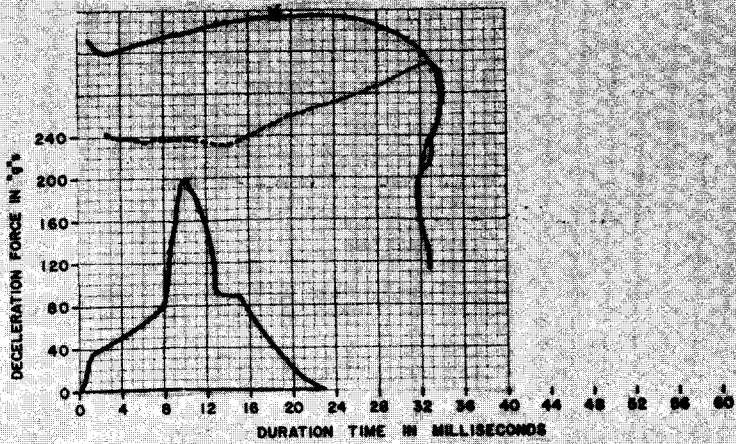
SHAPE AND AREA OF DEPRESSION



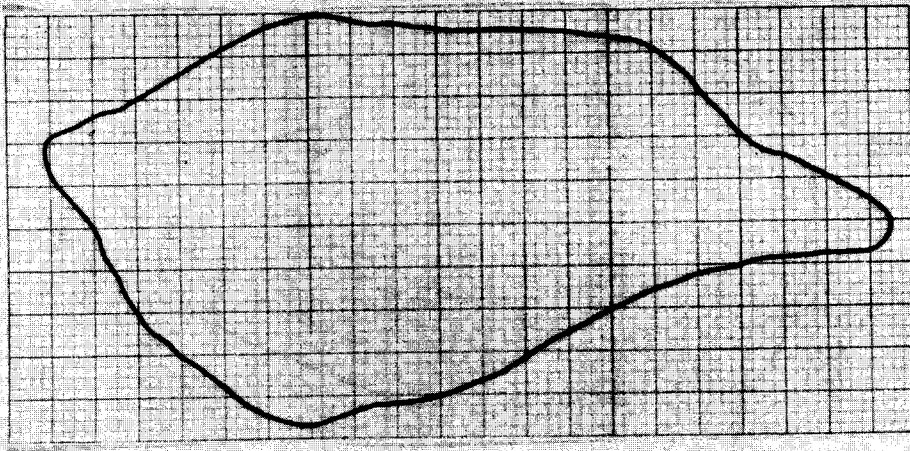
BEFORE IMPACT



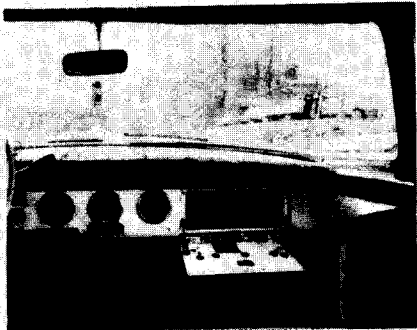
AFTER IMPACT



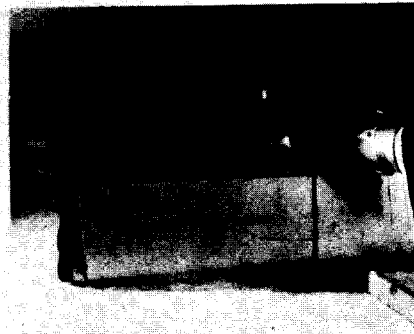
VELOCITY OF IMPACT (FT/SEC)	<u>30.7</u>
METAL THICKNESS (INCHES)	<u>.037</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2 3/4</u>
AREA (SQ. INCHES)	<u>115.8</u>
YEAR AND MAKE OF CAR	<u>55 FORD</u>



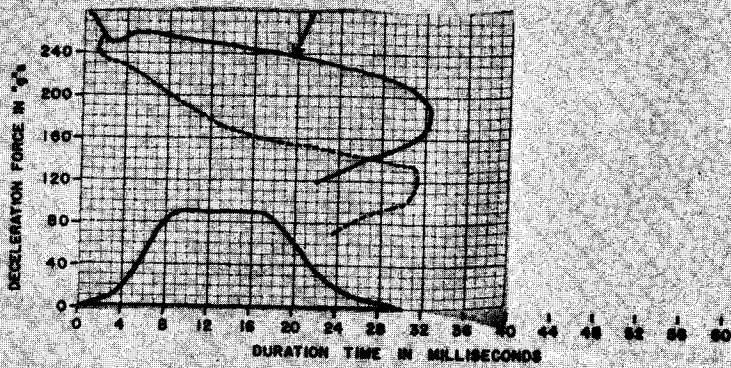
SHAPE AND AREA OF DEPRESSION



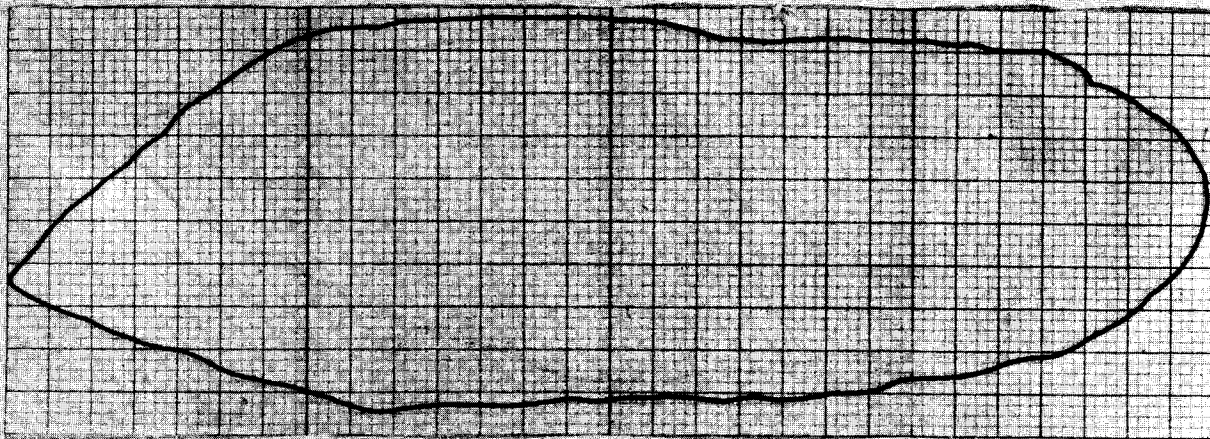
BEFORE IMPACT



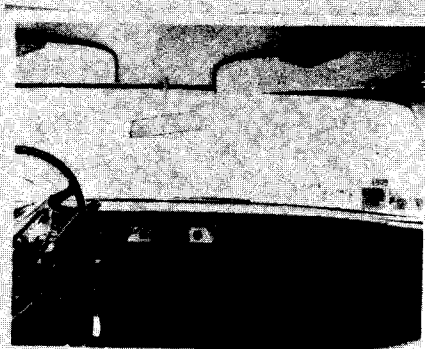
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>30.76</u>
METAL THICKNESS (INCHES)	<u>.047</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>19 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2</u>
AREA (SQ. INCHES)	<u>199.2</u>
YEAR AND MAKE OF CAR	<u>55 PONTIAC</u>



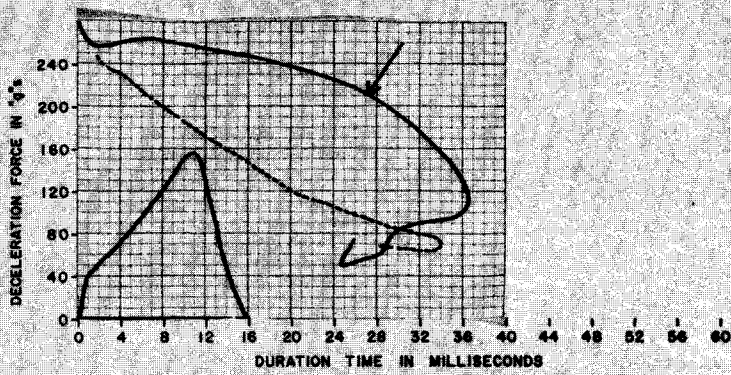
SHAPE AND AREA OF DEPRESSION



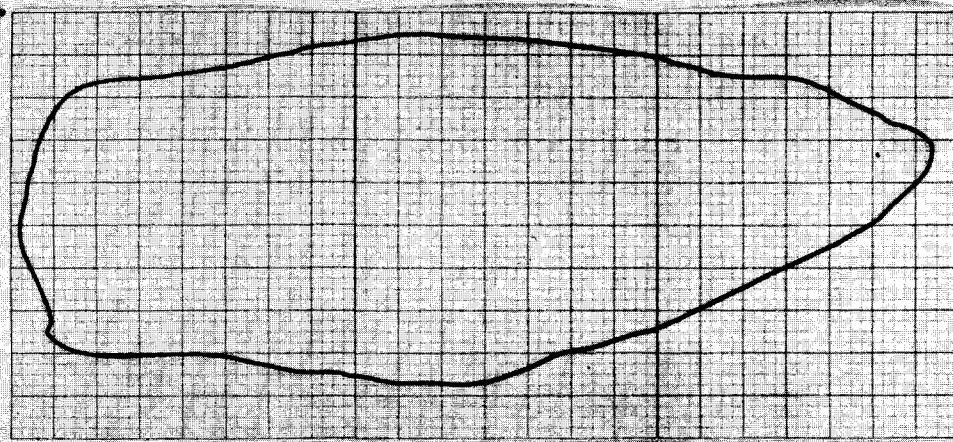
BEFORE IMPACT



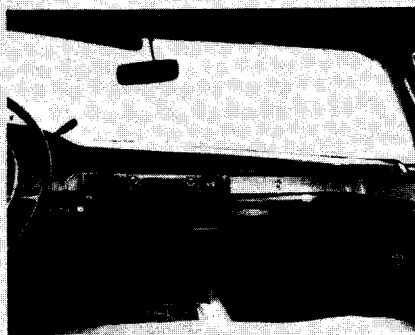
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>31.2</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>9 1/4</u>
PADED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2 3/4</u>
AREA (SQ. INCHES)	<u>133.4</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



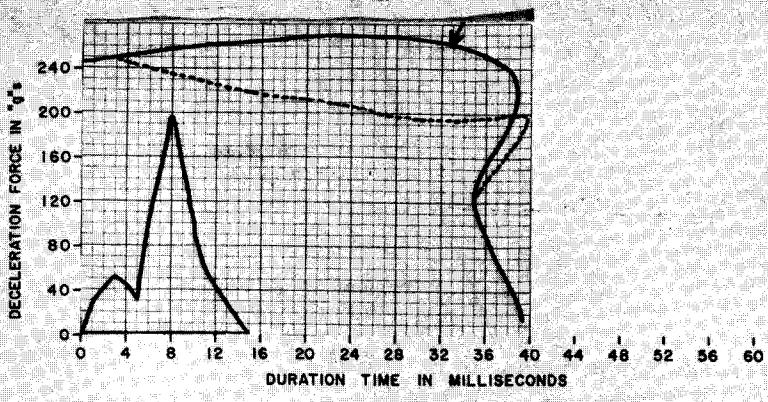
SHAPE AND AREA OF DEPRESSION



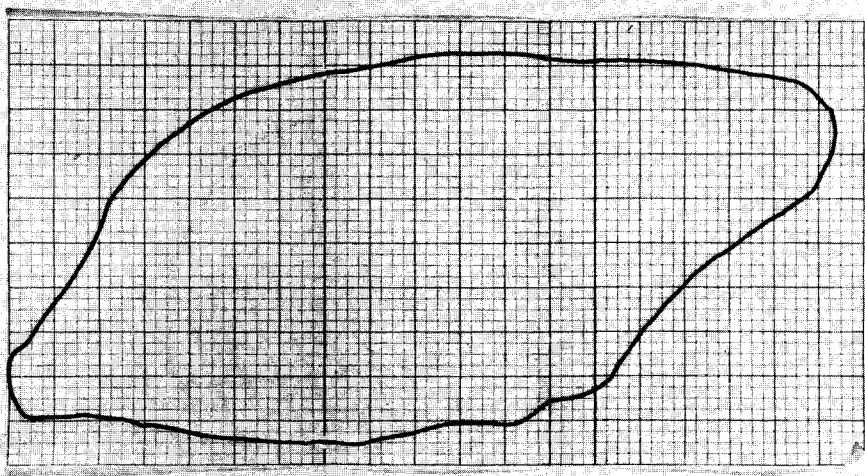
BEFORE IMPACT



AFTER IMPACT



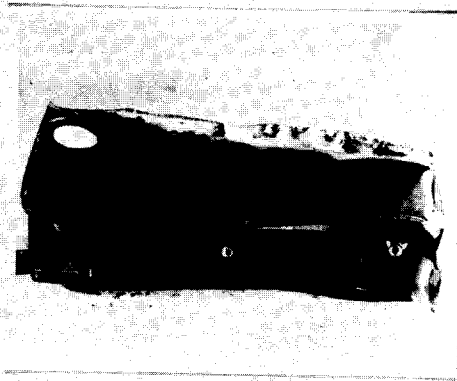
VELOCITY OF IMPACT (FT/SEC) 31.4
 METAL THICKNESS (INCHES)037
 RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) 4 1/4
 PADDED NO
 MAXIMUM DEPRESSION: DEPTH (INCHES) 1 3/4
 AREA (SQ. INCHES) 113.6
 YEAR AND MAKE OF CAR 61 FORD P/U



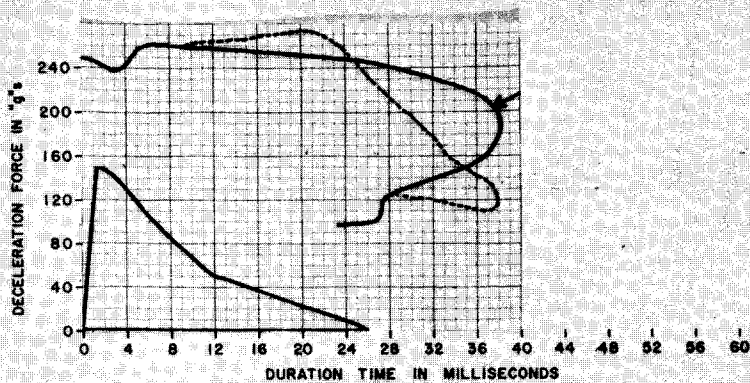
SHAPE AND AREA OF DEPRESSION



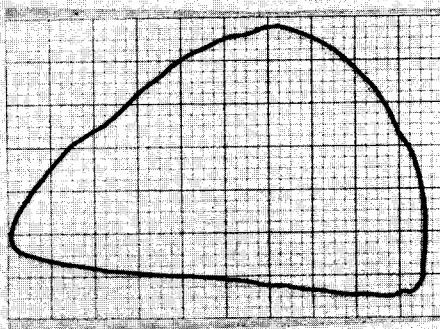
BEFORE IMPACT



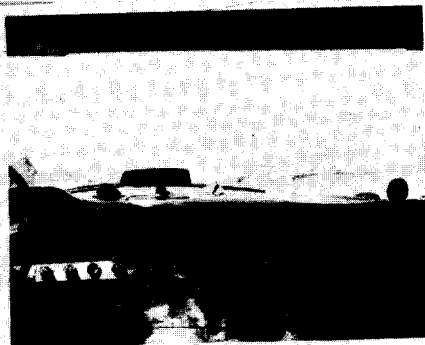
AFTER IMPACT



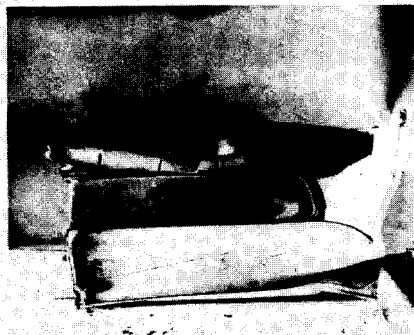
VELOCITY OF IMPACT (FT/SEC) 31.4
 METAL THICKNESS (INCHES)044
 RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) 5/8
 PADDED NO
 MAXIMUM DEPRESSION: DEPTH (INCHES) 1 1/2
 AREA (SQ. INCHES) 40.7
 YEAR AND MAKE OF CAR 57 DODGE



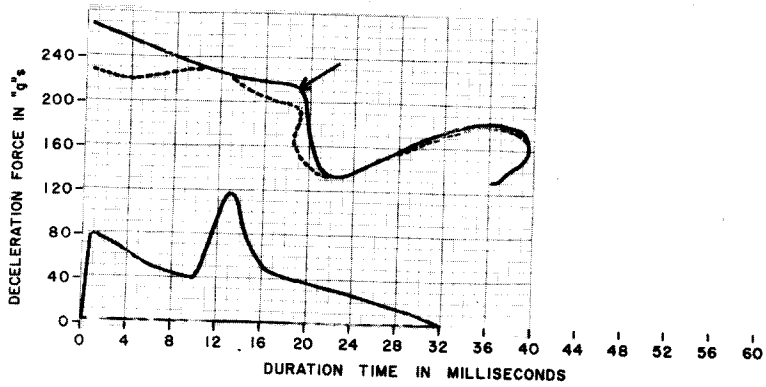
SHAPE AND AREA OF DEPRESSION



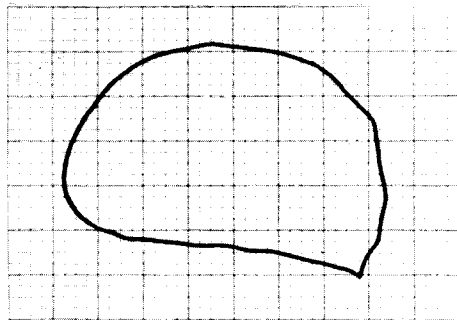
BEFORE IMPACT



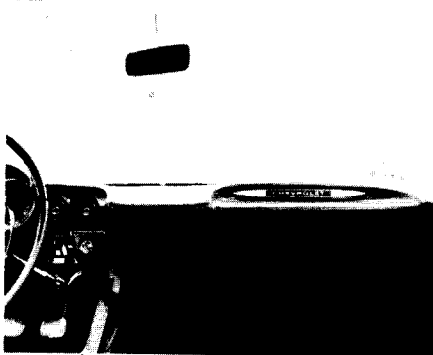
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>31.5</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>3/8</u>
AREA (SQ. INCHES)	<u>27.3</u>
YEAR AND MAKE OF CAR	<u>60 CHEV</u>



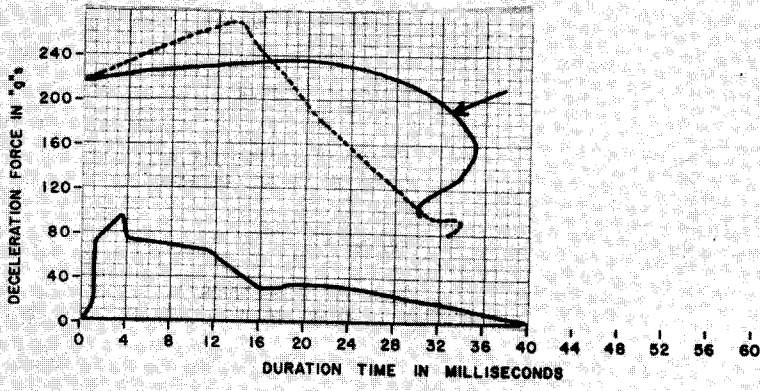
SHAPE AND AREA OF DEPRESSION



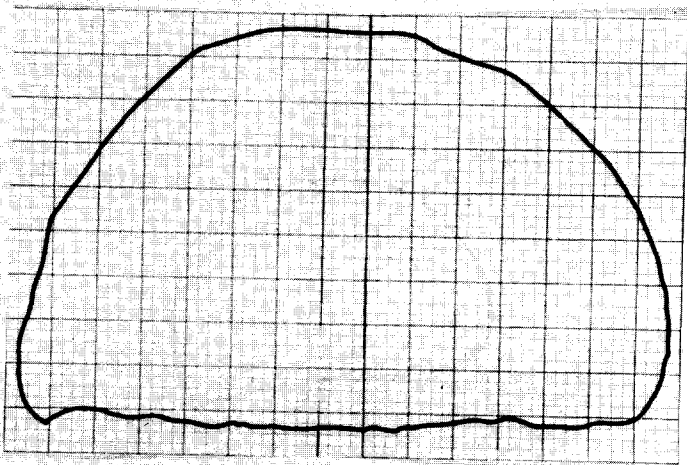
BEFORE IMPACT



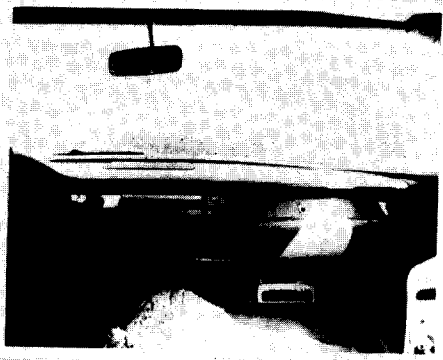
AFTER IMPACT



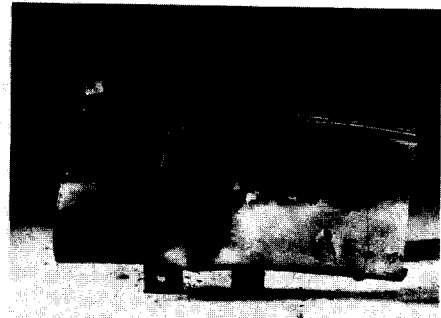
VELOCITY OF IMPACT (FT/SEC)	<u>31.6</u>
METAL THICKNESS (INCHES)	<u>.036</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>3</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2 1/8</u>
AREA (SQ. INCHES)	<u>93.7</u>
YEAR AND MAKE OF CAR	<u>58 FORD</u>



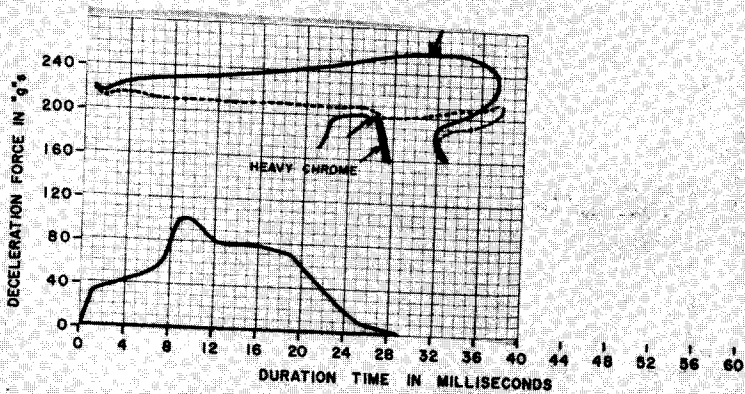
SHAPE AND AREA OF DEPRESSION



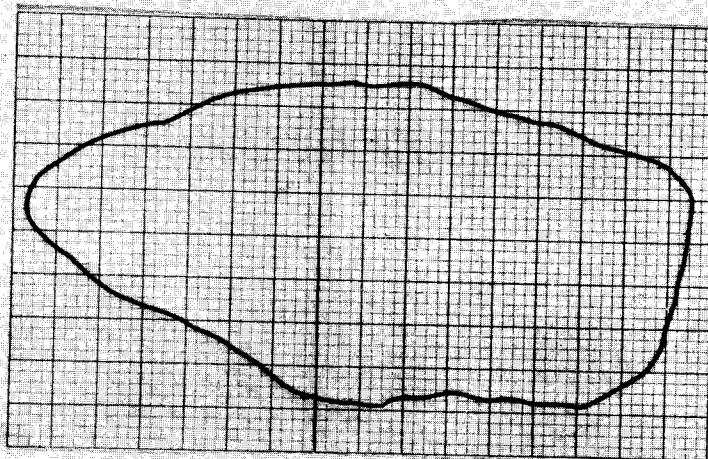
BEFORE IMPACT



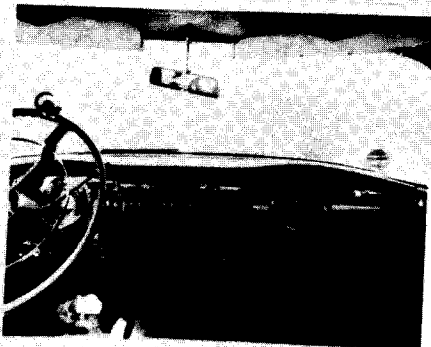
AFTER IMPACT



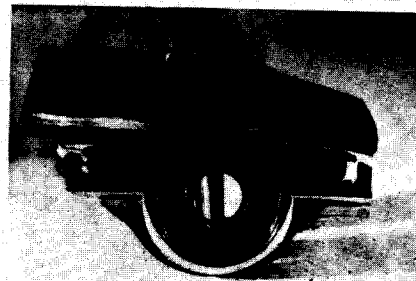
VELOCITY OF IMPACT (FT/SEC)	31.6
METAL THICKNESS (INCHES)	.045
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	8.5
PADDED	NO
MAXIMUM DEPRESSION: DEPTH (INCHES)	1 3/8
AREA (SQ. INCHES)	84.7
YEAR AND MAKE OF CAR	54 OLDS



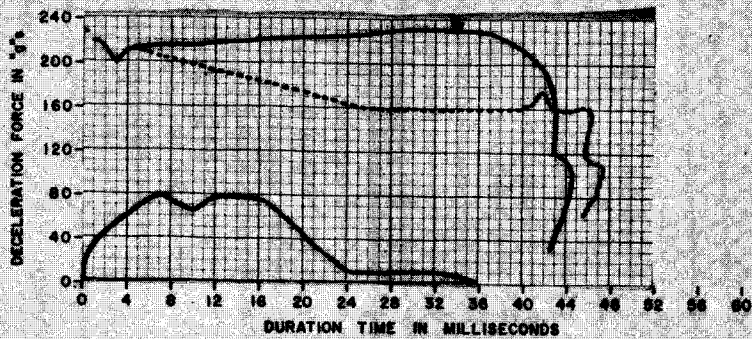
SHAPE AND AREA OF DEPRESSION



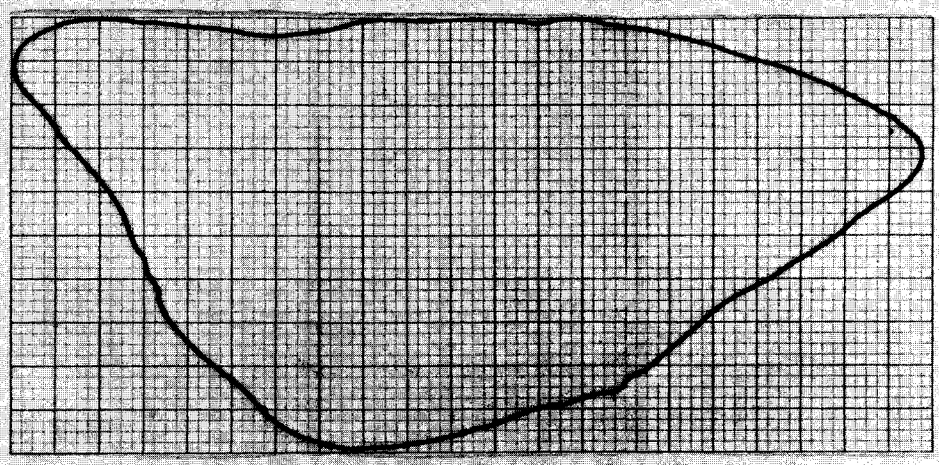
BEFORE IMPACT



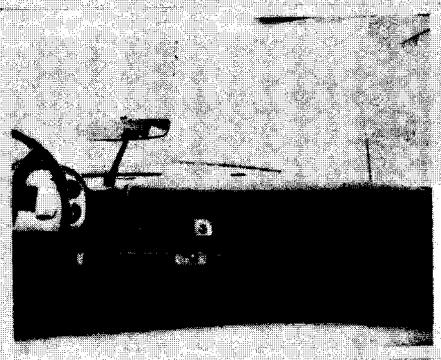
AFTER IMPACT



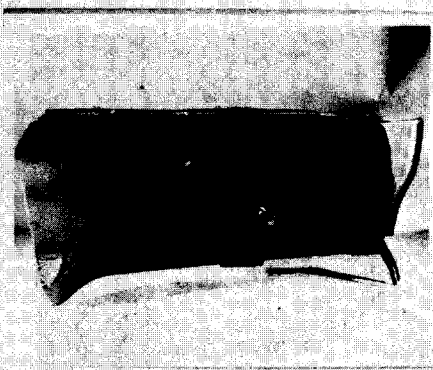
VELOCITY OF IMPACT (FT/SEC)	<u>31.7</u>
METAL THICKNESS (INCHES)	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>4 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>138.4</u>
YEAR AND MAKE OF CAR	<u>57 PLYM</u>



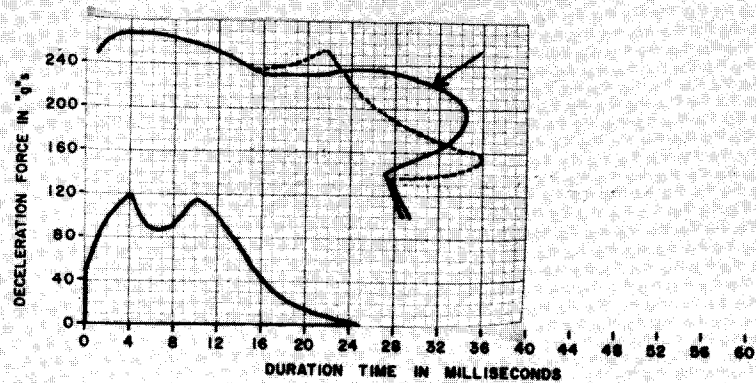
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC) 31.8

METAL THICKNESS (INCHES)045

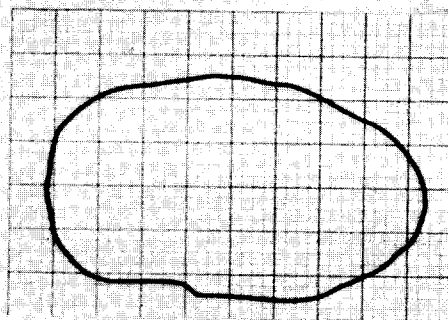
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES) 2 1/8

PADDED NO

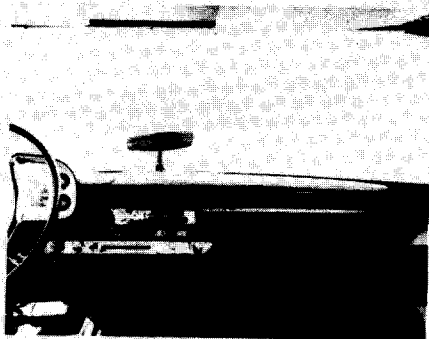
MAXIMUM DEPRESSION: DEPTH (INCHES) 1 1/8

AREA (SQ. INCHES) 32.5

YEAR AND MAKE OF CAR 58 PLYM



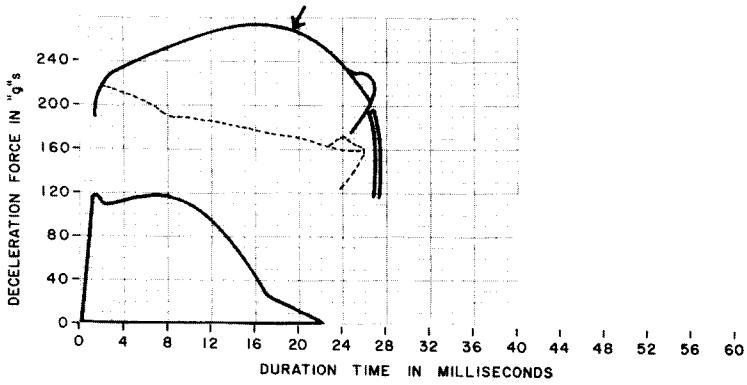
SHAPE AND AREA OF DEPRESSION



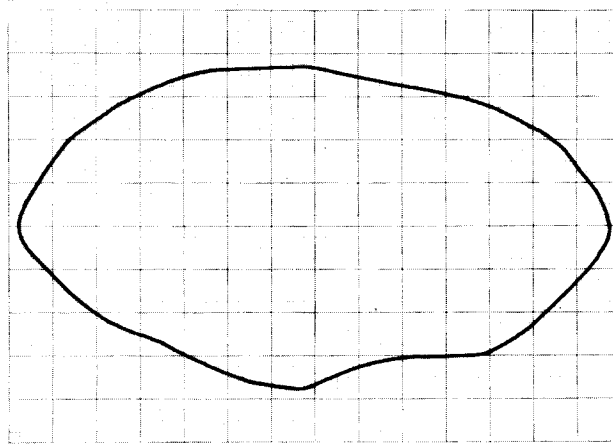
BEFORE IMPACT



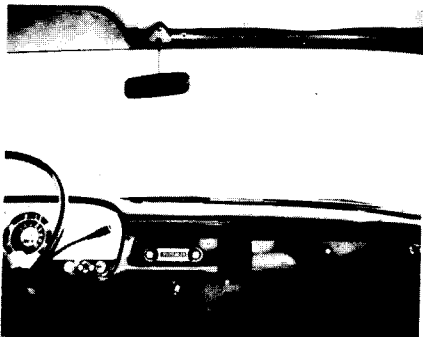
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>31.8</u>
METAL THICKNESS (INCHES)	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>3</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2 3/8</u>
AREA (SQ. INCHES)	<u>71.0</u>
YEAR AND MAKE OF CAR	<u>54 MERC</u>



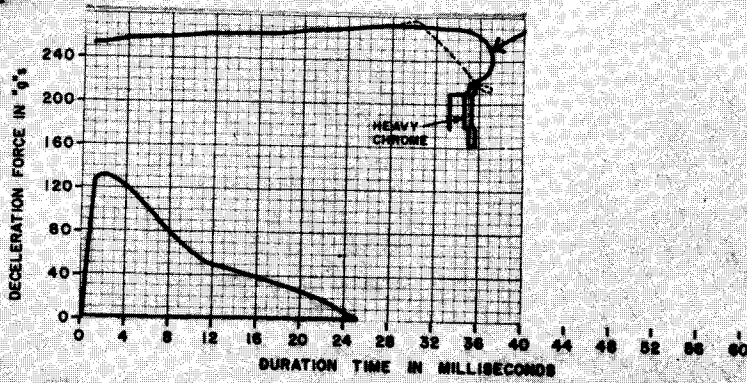
SHAPE AND AREA OF DEPRESSION



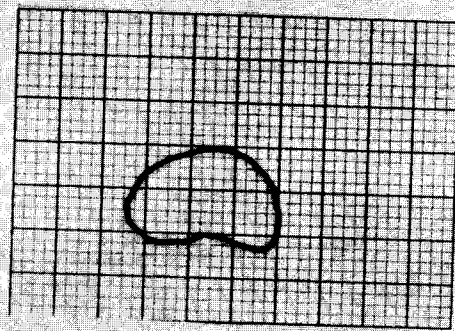
BEFORE IMPACT



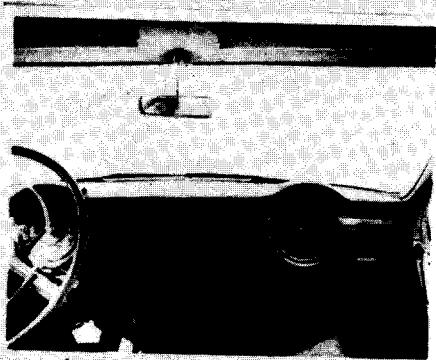
AFTER IMPACT



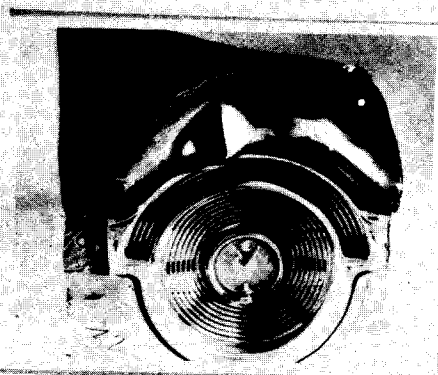
VELOCITY OF IMPACT (FT/SEC)	<u>31.8</u>
METAL THICKNESS (INCHES)	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>5/8</u>
AREA (SQ. INCHES)	<u>6.0</u>
YEAR AND MAKE OF CAR	<u>53 OLDS</u>



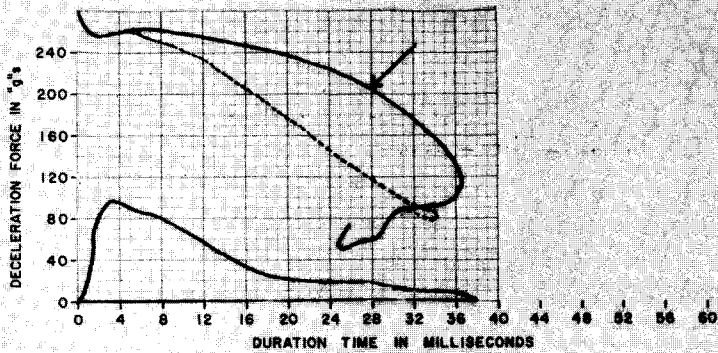
SHAPE AND AREA OF DEPRESSION



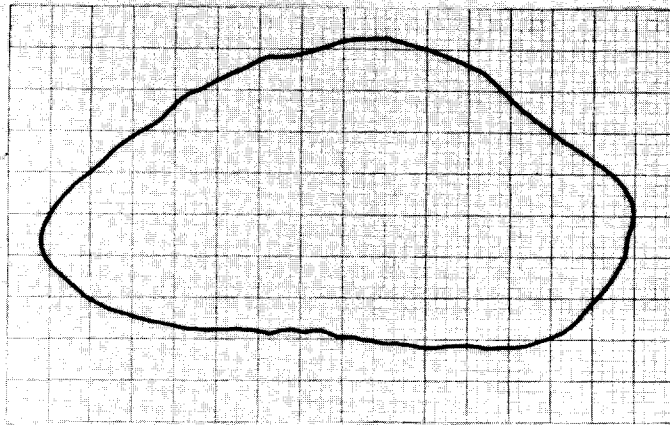
BEFORE IMPACT



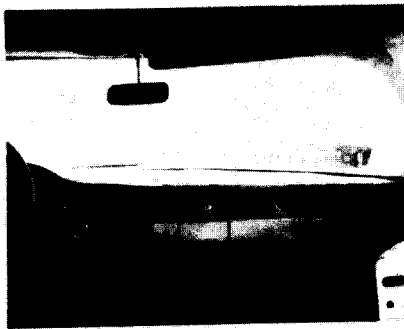
AFTER IMPACT



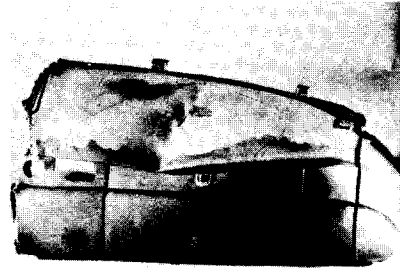
VELOCITY OF IMPACT (FT/SEC)	<u>31.8</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>9 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>74.7</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



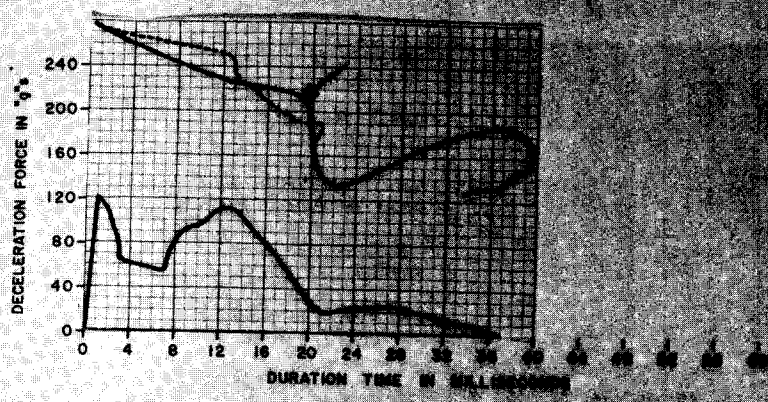
SHAPE AND AREA OF DEPRESSION



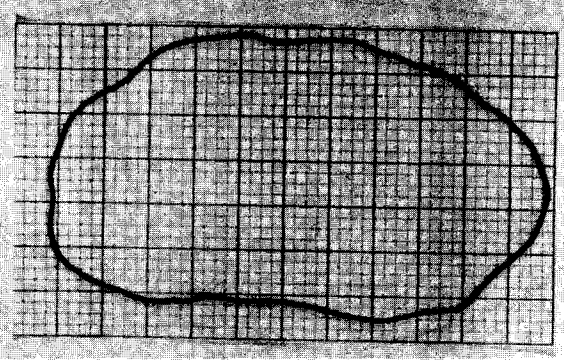
BEFORE IMPACT



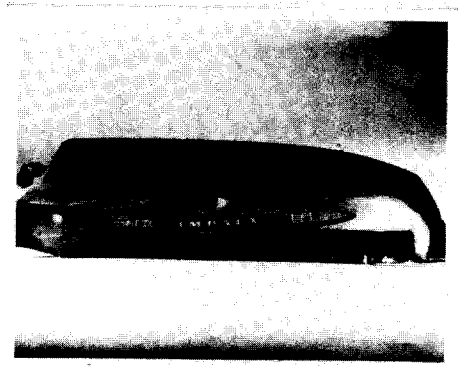
AFTER IMPACT



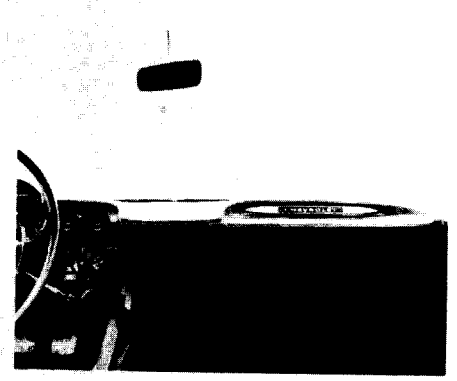
VELOCITY OF IMPACT (FT/SEC)	<u>31.95</u>
METAL THICKNESS (INCHES)	<u>.043</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1/2</u>
POOLED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1/2</u>
AREA (SQ. INCHES)	<u>54.7</u>
YEAR AND MAKE OF CAR	<u>59 CHEV</u>



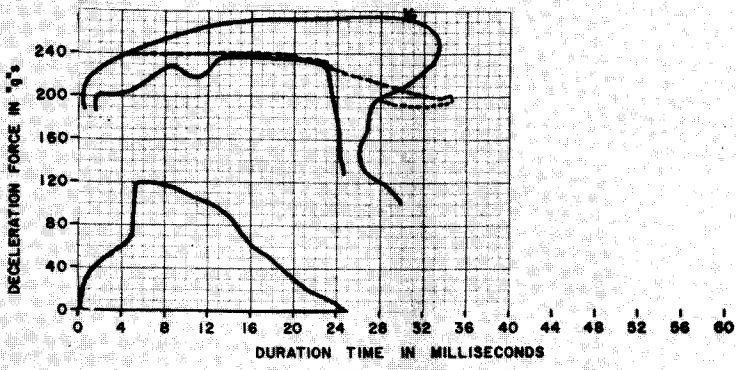
SHAPE AND AREA OF DEPRESSION



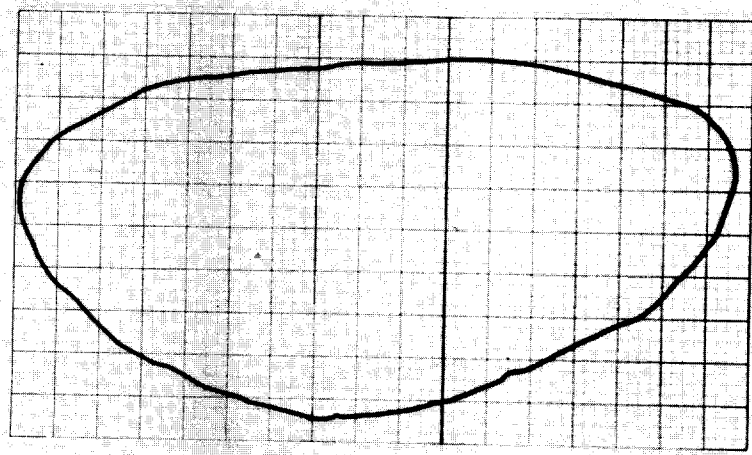
BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
 (FT/SEC) 31.95
 METAL THICKNESS
 (INCHES)062
 RADIUS OF CURVATURE AT
 POINT OF IMPACT (INCHES) 1 1/2
 PADDED NO
 MAXIMUM DEPRESSION:
 DEPTH (INCHES) 1 1/2
 AREA (SQ. INCHES) 101.9
 YEAR AND MAKE OF CAR 57
 OLDS



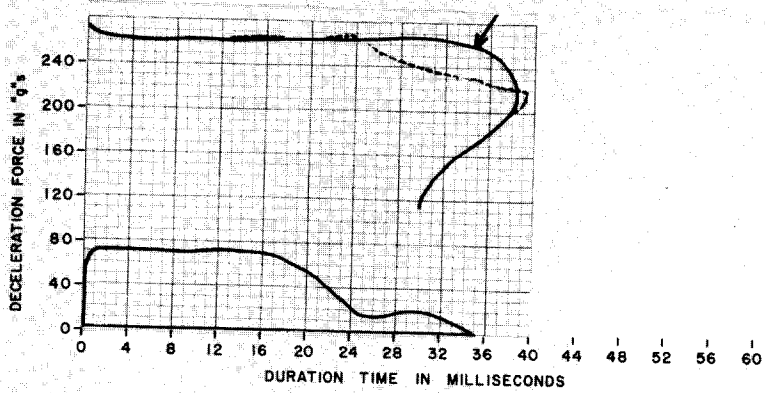
SHAPE AND AREA OF DEPRESSION



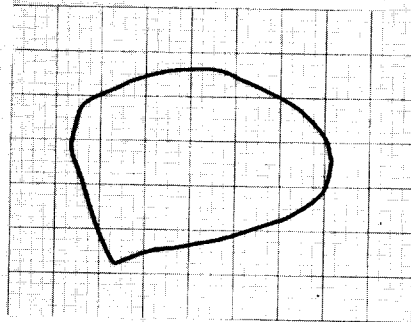
BEFORE IMPACT



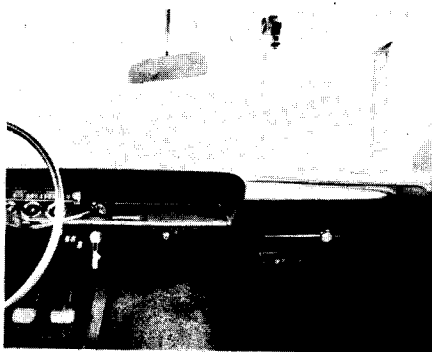
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>32.0</u>
METAL THICKNESS (INCHES)	<u>.036</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3/4</u>
AREA (SQ. INCHES)	<u>17.4</u>
YEAR AND MAKE OF CAR	<u>62 CHEV</u>



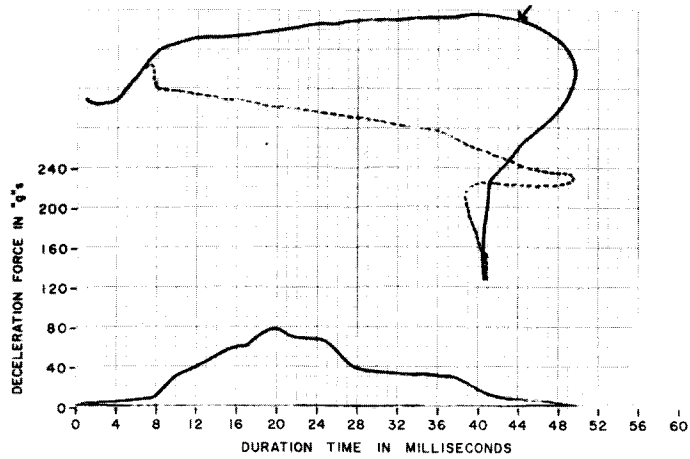
SHAPE AND AREA OF DEPRESSION



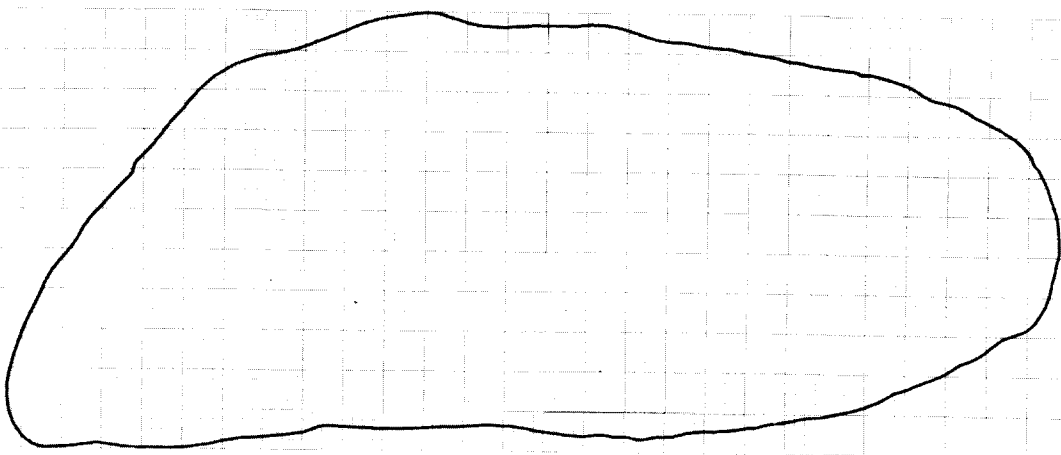
BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT (FT / SEC)	<u>32.2</u>
METAL THICKNESS (INCHES)	<u>.037</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>3 1/8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3 1/2</u>
AREA (SQ. INCHES)	<u>2170</u>
YEAR AND MAKE OF CAR	<u>63 FORD</u>



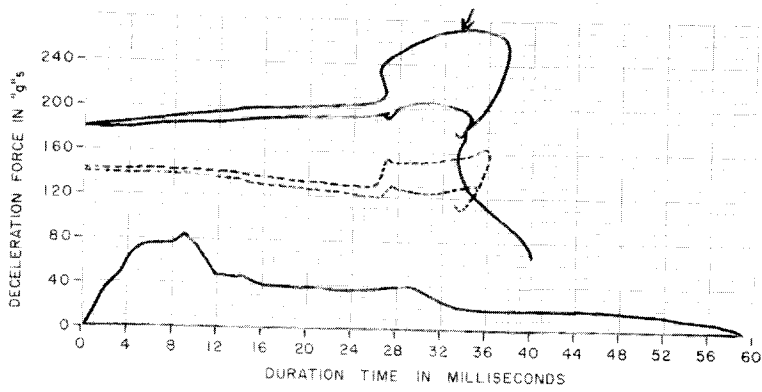
SHAPE AND AREA OF DEPRESSION



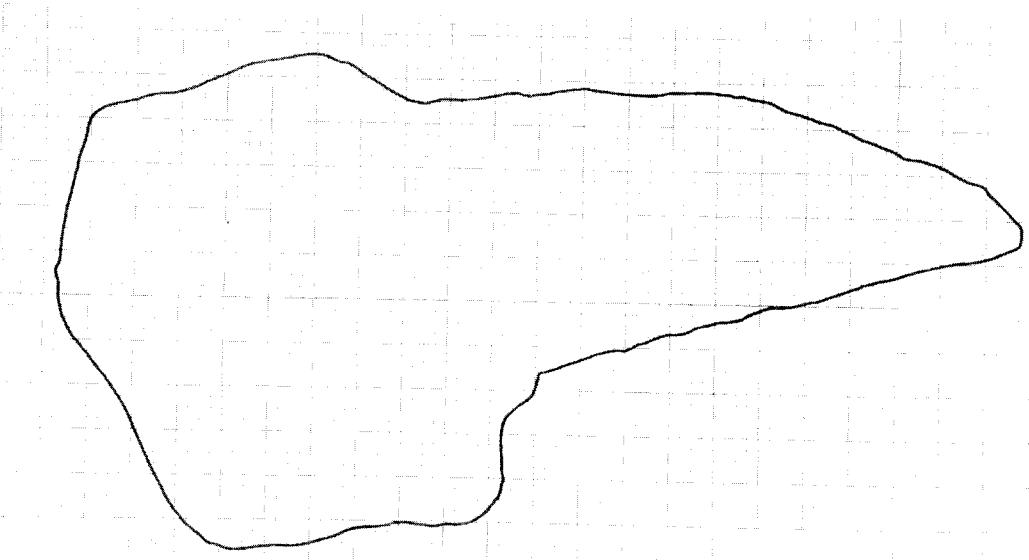
BEFORE IMPACT



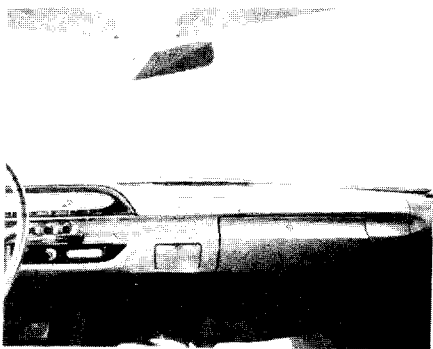
AFTER IMPACT



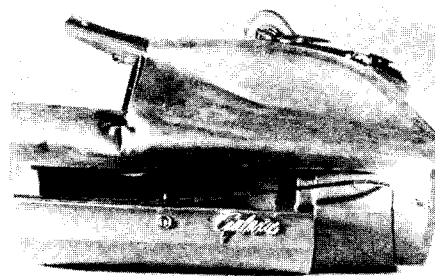
VELOCITY OF IMPACT (FT/SEC)	<u>37.0</u>
METAL THICKNESS (INCHES)	<u>.036</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>2</u>
PADDED	<u>YES</u>
MAXIMUM DEPRESSION DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>138.8</u>
YEAR AND MAKE OF CAR	<u>61 FORD</u>



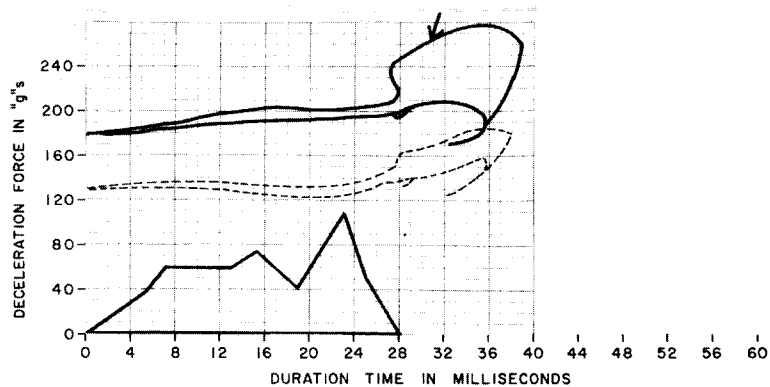
SHAPE AND AREA OF DEPRESSION



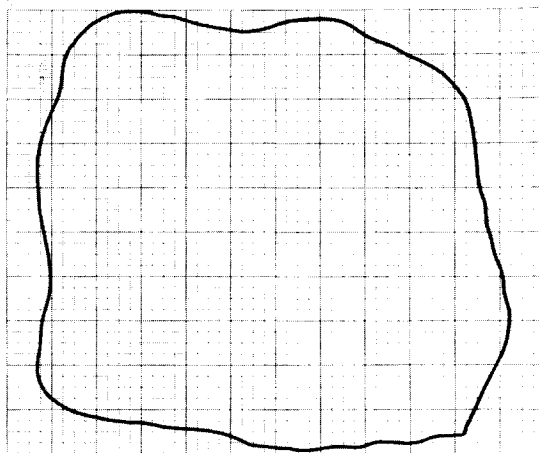
BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT (FT / SEC)	<u>37.0</u>
METAL THICKNESS (INCHES)	<u>.036</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>2</u>
PADDED	<u>YES</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/2</u>
AREA (SQ. INCHES)	<u>88.1</u>
YEAR AND MAKE OF CAR	<u>61 FORD</u>



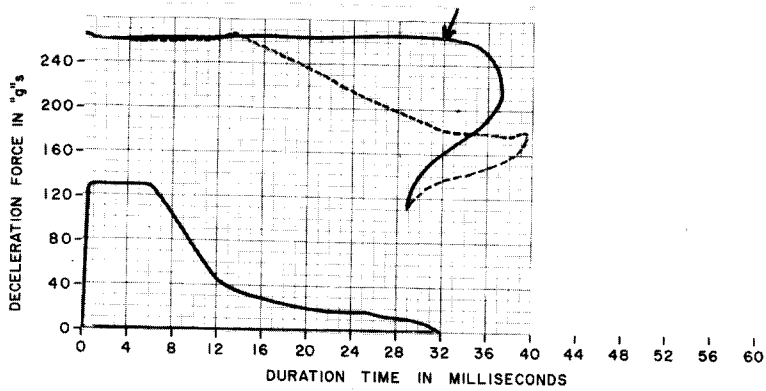
SHAPE AND AREA OF DEPRESSION



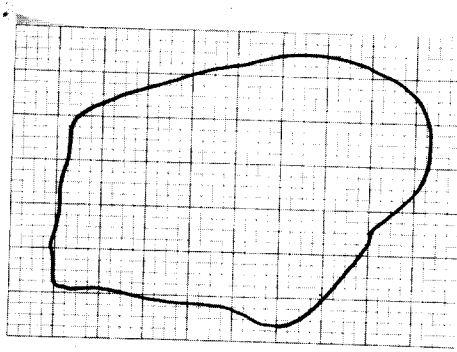
BEFORE IMPACT



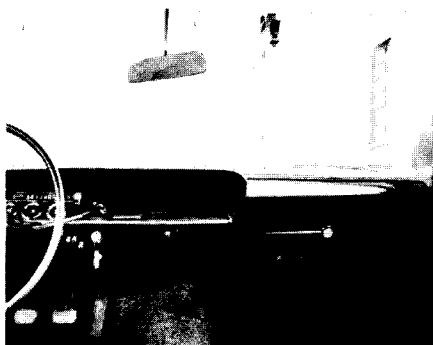
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>37.5</u>
METAL THICKNESS (INCHES)	<u>.036</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1 5/8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2</u>
AREA (SQ. INCHES)	<u>38.5</u>
YEAR AND MAKE OF CAR	<u>61 CHEV</u>



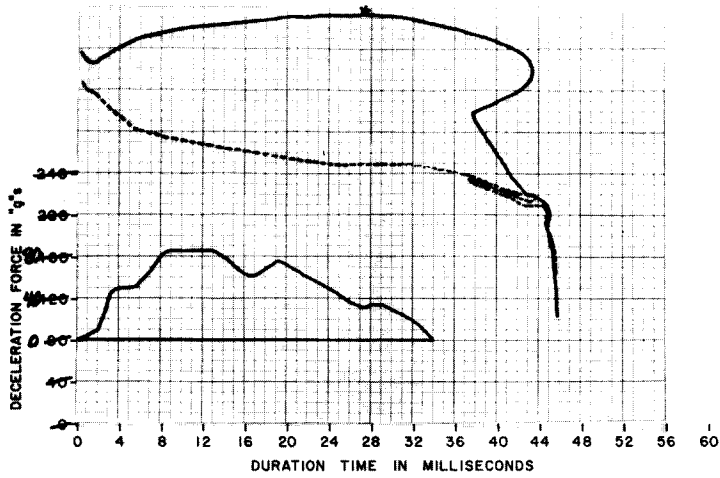
SHAPE AND AREA OF DEPRESSION



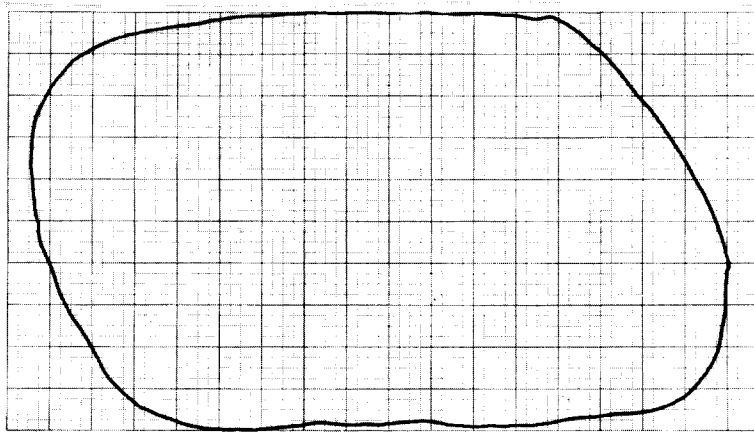
BEFORE IMPACT



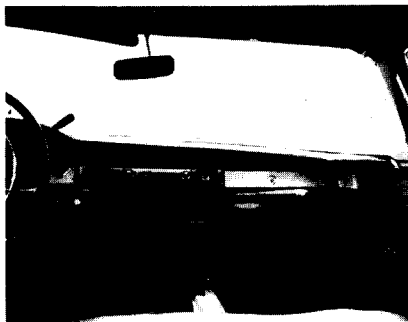
AFTER IMPACT



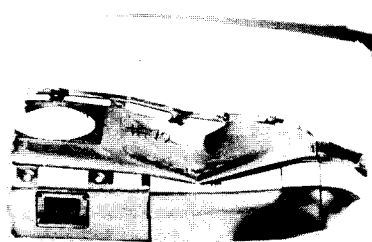
VELOCITY OF IMPACT (FT/SEC)	<u>42.6</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>14 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3 3/4</u>
AREA (SQ. INCHES)	<u>150.7</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



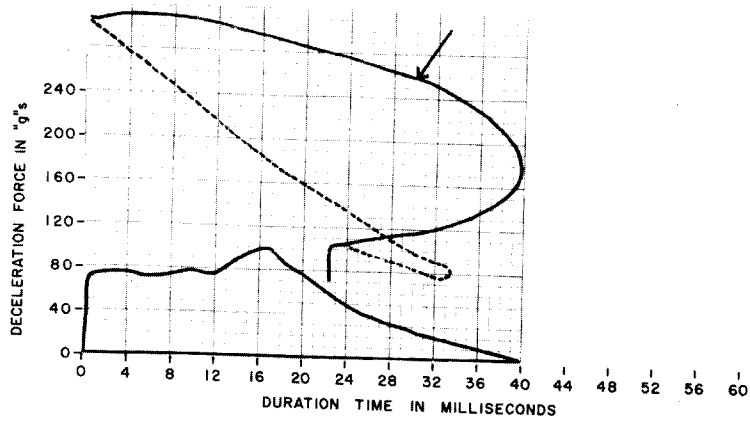
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



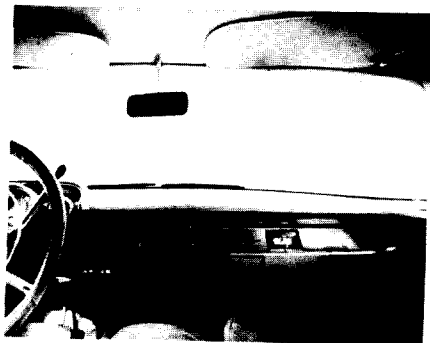
AFTER IMPACT



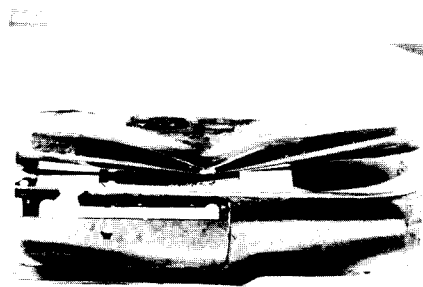
VELOCITY OF IMPACT (FT/SEC)	<u>42.9</u>
METAL THICKNESS (INCHES)	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>10 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3 1/2</u>
AREA (SQ. INCHES)	<u>156.7</u>
YEAR AND MAKE OF CAR	<u>57 CHEV</u>



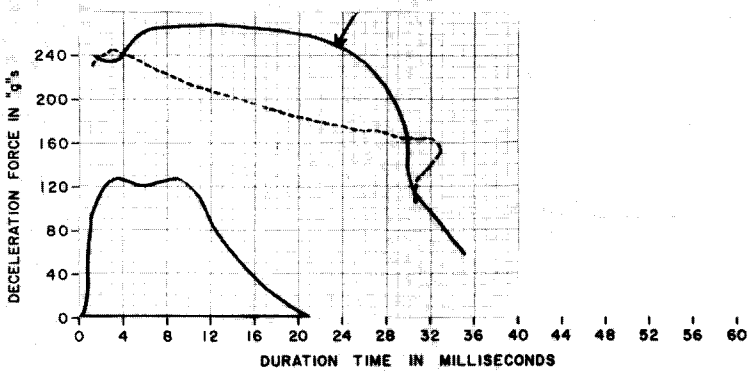
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



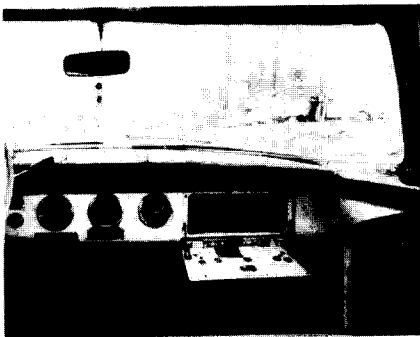
AFTER IMPACT



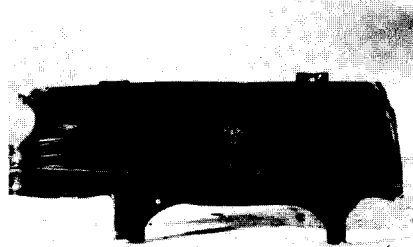
VELOCITY OF IMPACT (FT/SEC)	<u>43.3</u>
METAL THICKNESS (INCHES)	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>3 1/8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>80.1</u>
YEAR AND MAKE OF CAR	<u>55 FORD</u>



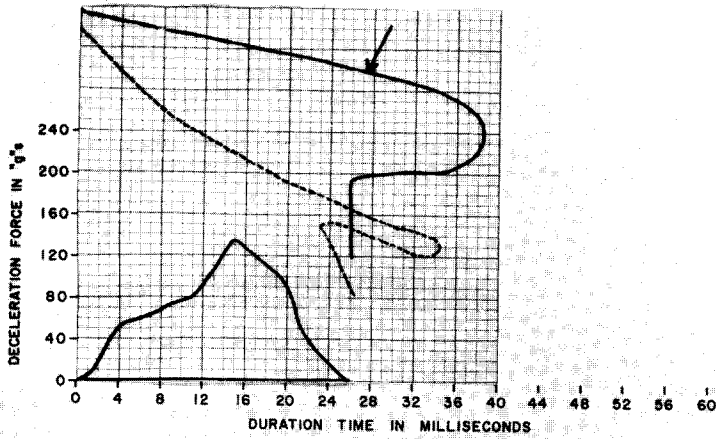
SHAPE AND AREA OF DEPRESSION



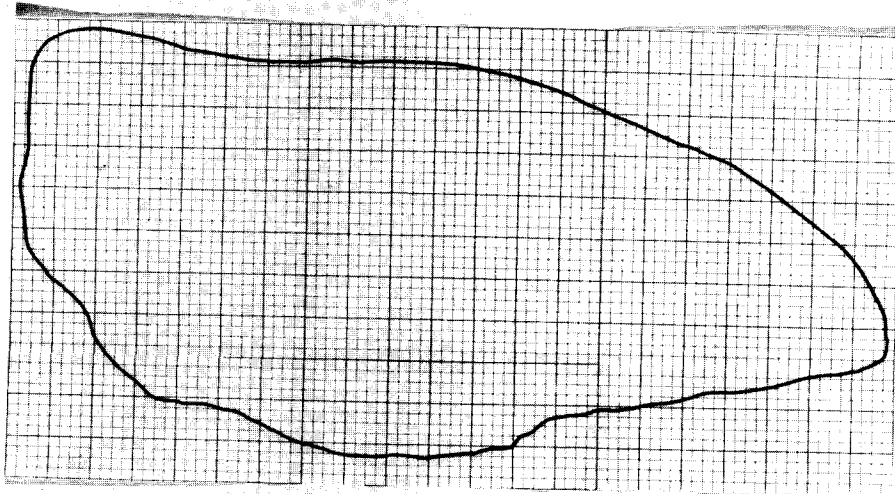
BEFORE IMPACT



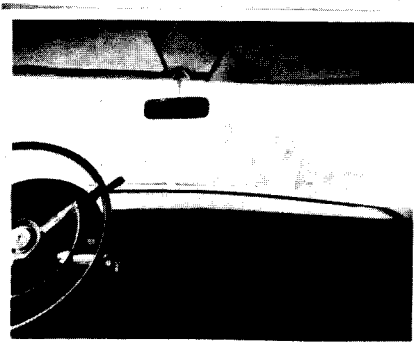
AFTER IMPACT



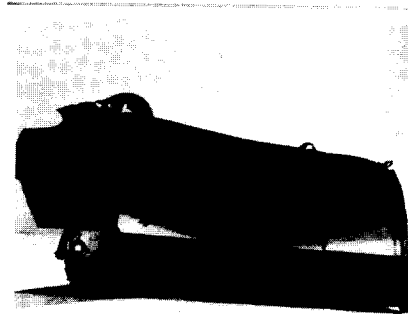
VELOCITY OF IMPACT (FT/SEC)	<u>43.5</u>
METAL THICKNESS (INCHES)	<u>.038</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>18 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3 1/4</u>
AREA (SQ. INCHES)	<u>146.9</u>
YEAR AND MAKE OF CAR	<u>56 FORD</u>



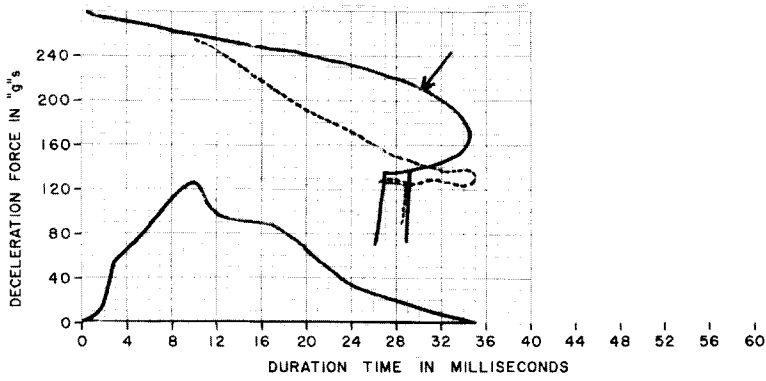
SHAPE AND AREA OF DEPRESSION



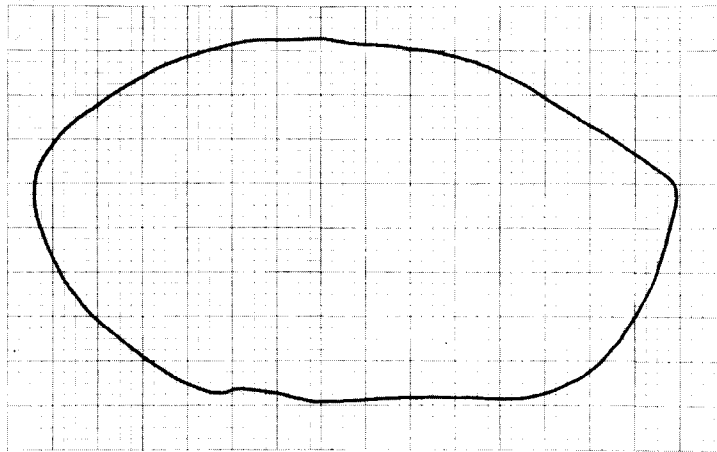
BEFORE IMPACT



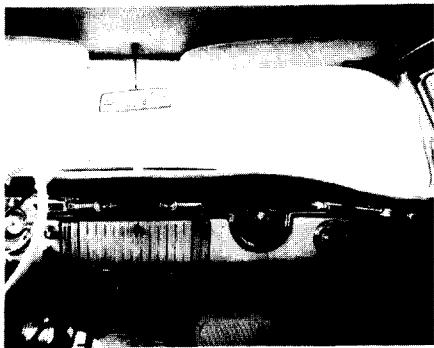
AFTER IMPACT



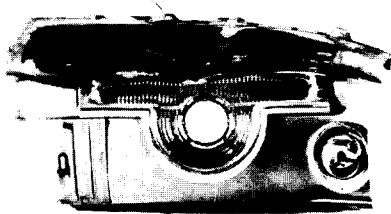
VELOCITY OF IMPACT (FT/SEC)	<u>43.7</u>
METAL THICKNESS (INCHES)	<u>.046</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>4 1/8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 5/8</u>
AREA (SQ. INCHES)	<u>92.2</u>
YEAR AND MAKE OF CAR	<u>55 OLDS</u>



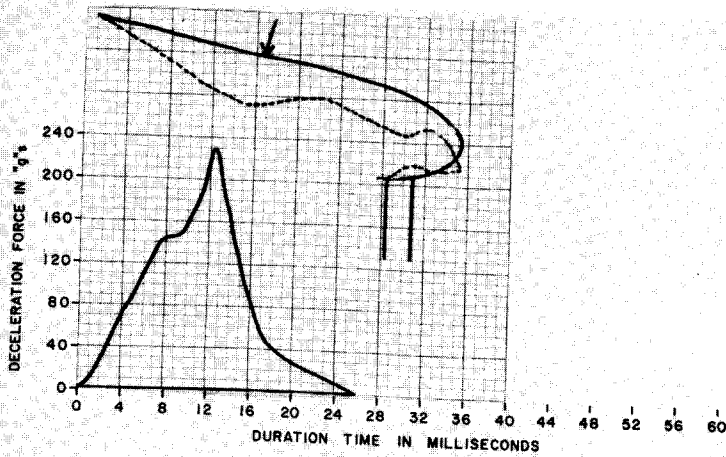
SHAPE AND AREA OF DEPRESSION



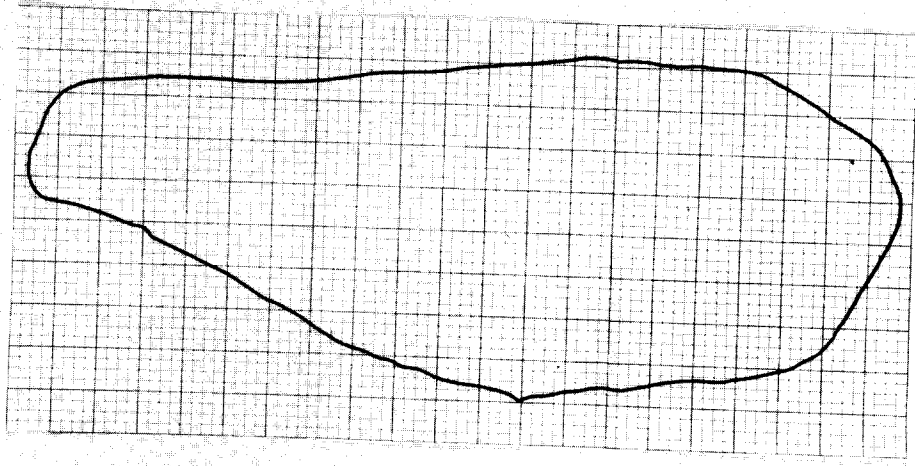
BEFORE IMPACT



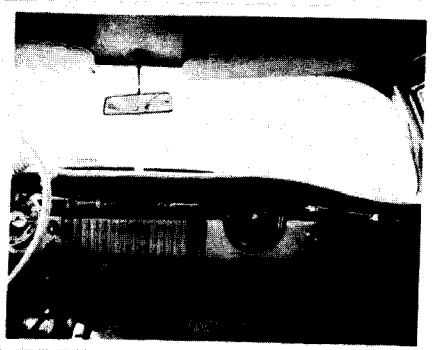
AFTER IMPACT



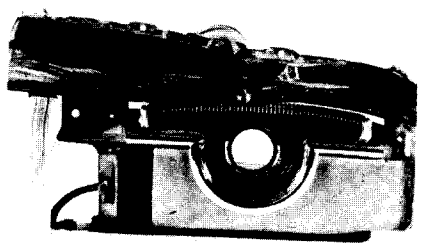
VELOCITY OF IMPACT (FT/SEC)	<u>43.7</u>
METAL THICKNESS (INCHES)	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>21</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/8</u>
AREA (SQ. INCHES)	<u>111.3</u>
YEAR AND MAKE OF CAR	<u>55 OLDS</u>



SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT

