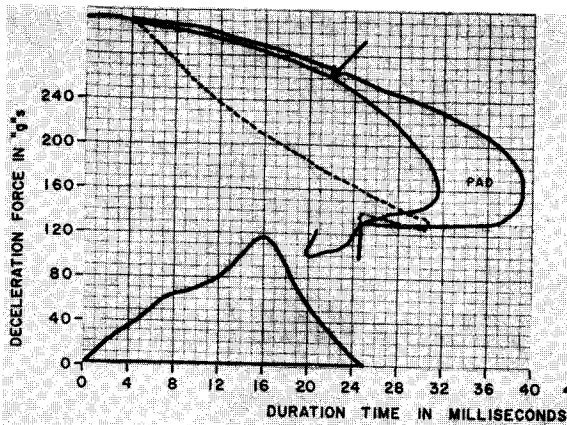
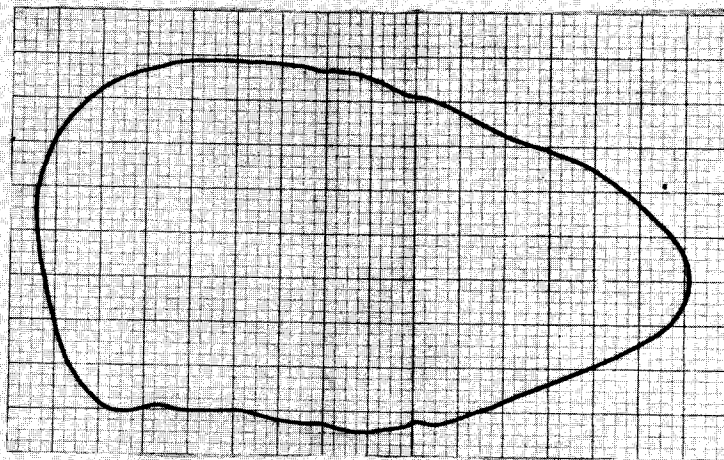
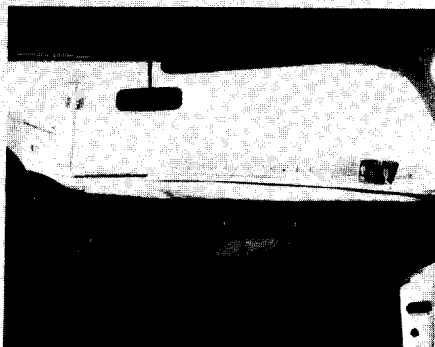




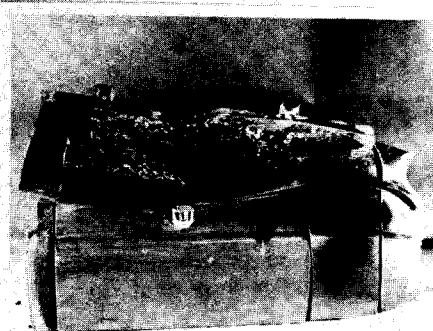
VELOCITY OF IMPACT (FT/SEC)	<u>30.4</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>9 1/4</u>
PADDED	<u>YES</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>92.7</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



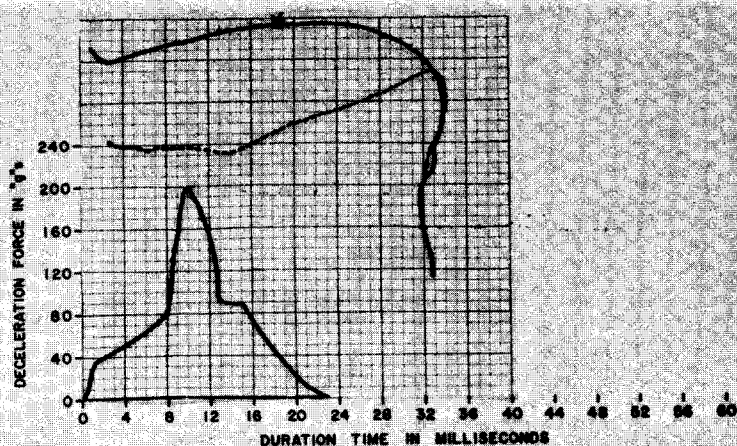
SHAPE AND AREA OF DEPRESSION



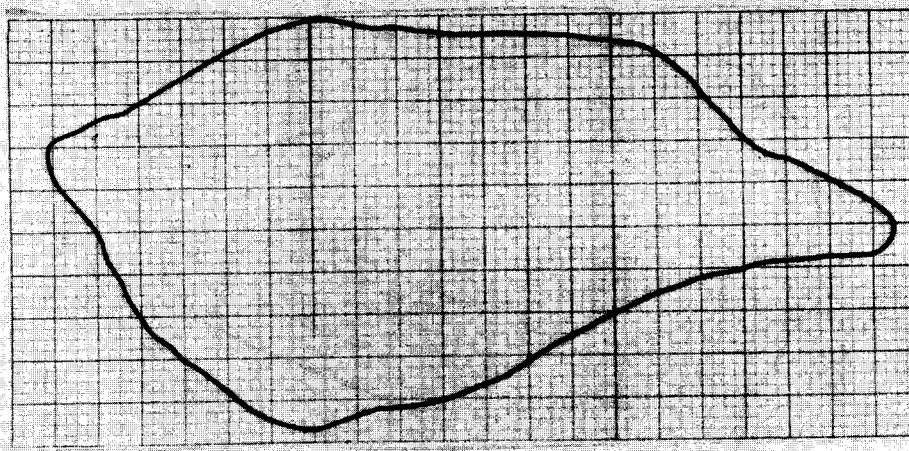
BEFORE IMPACT



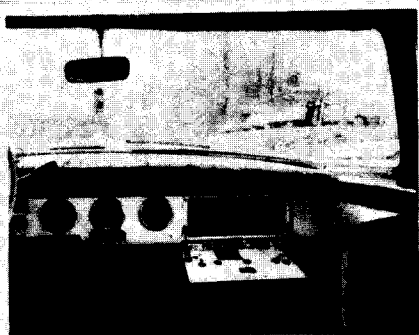
AFTER IMPACT



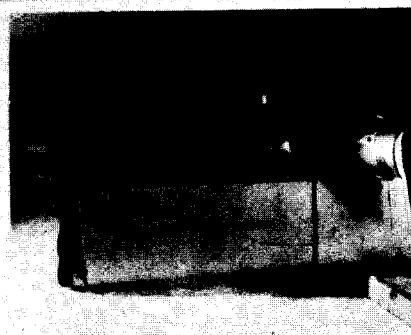
VELOCITY OF IMPACT (FT/SEC)	<u>30.7</u>
METAL THICKNESS (INCHES)	<u>.037</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2 3/4</u>
AREA (SQ. INCHES)	<u>115.8</u>
YEAR AND MAKE OF CAR	<u>55 FORD</u>



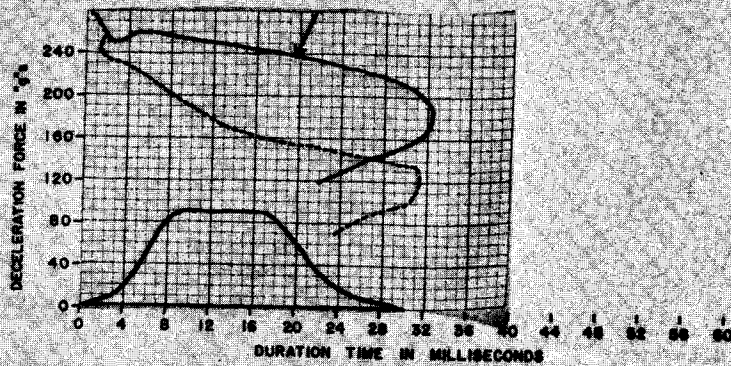
SHAPE AND AREA OF DEPRESSION



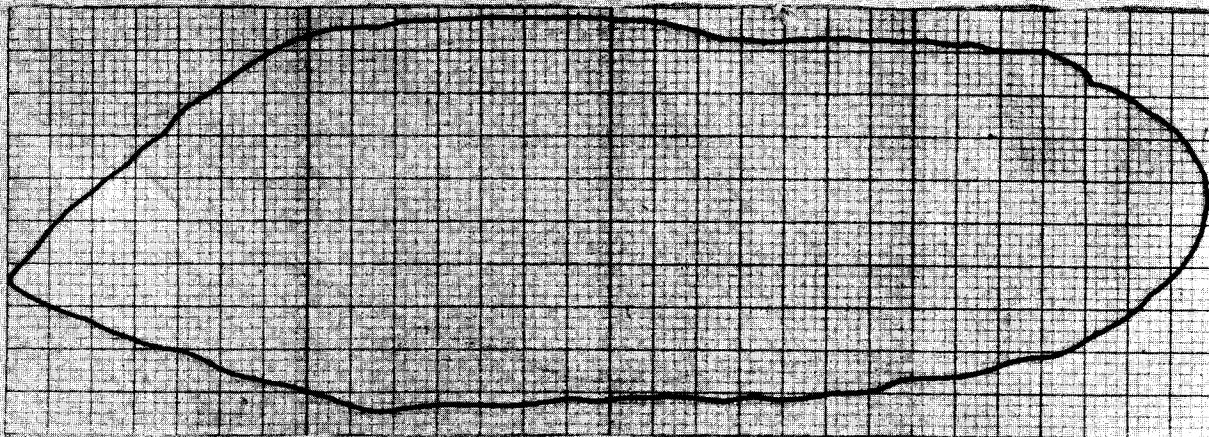
BEFORE IMPACT



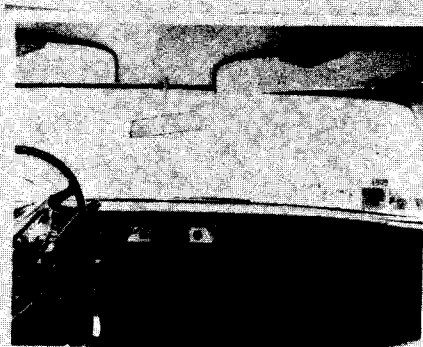
AFTER IMPACT



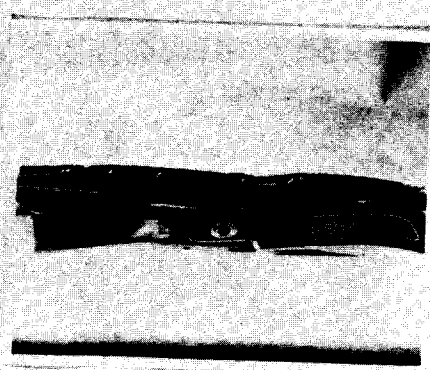
VELOCITY OF IMPACT (FT/SEC)	<u>30.76</u>
METAL THICKNESS (INCHES)	<u>0.47</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>19 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>2</u>
AREA (SQ. INCHES)	<u>199.2</u>
YEAR AND MAKE OF CAR	<u>55 PONTIAC</u>



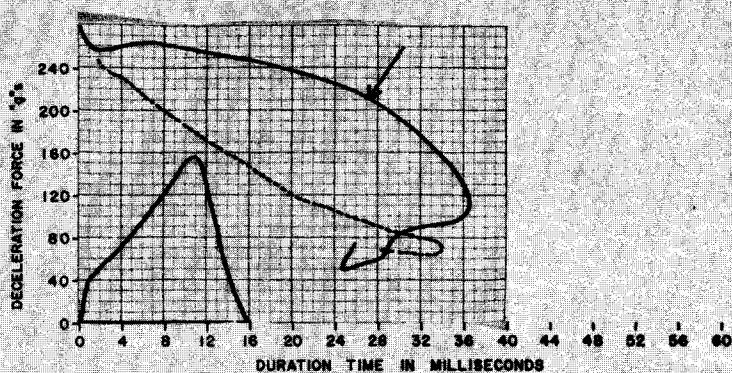
SHAPE AND AREA OF DEPRESSION



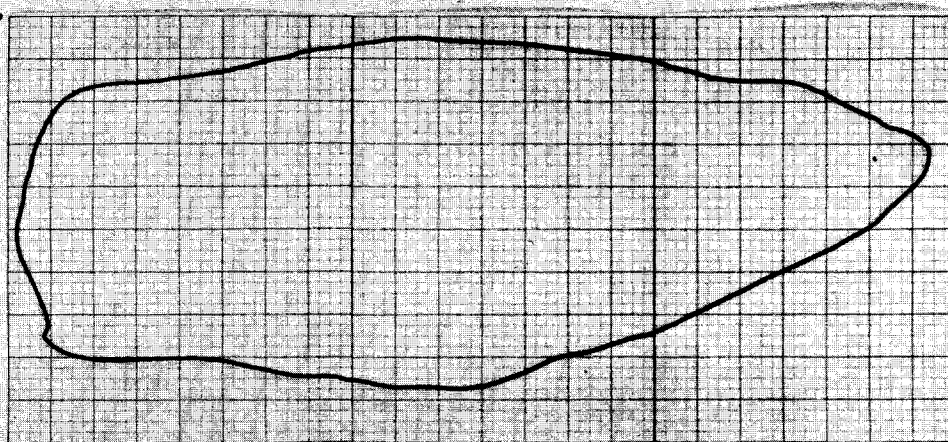
BEFORE IMPACT



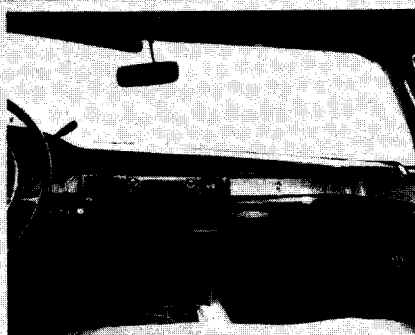
AFTER IMPACT



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>
PADDED	<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>



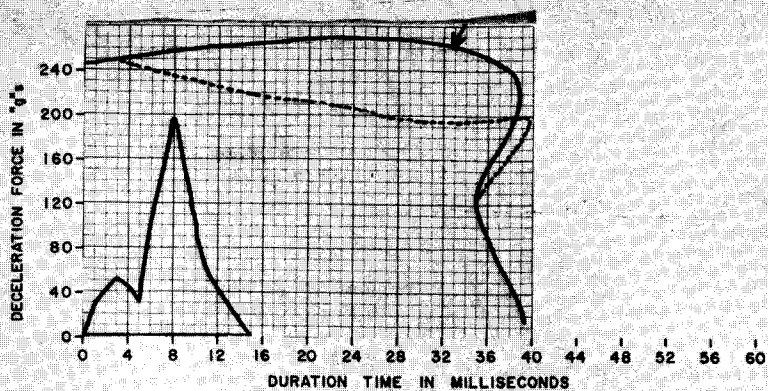
SHAPE AND AREA OF DEPRESSION



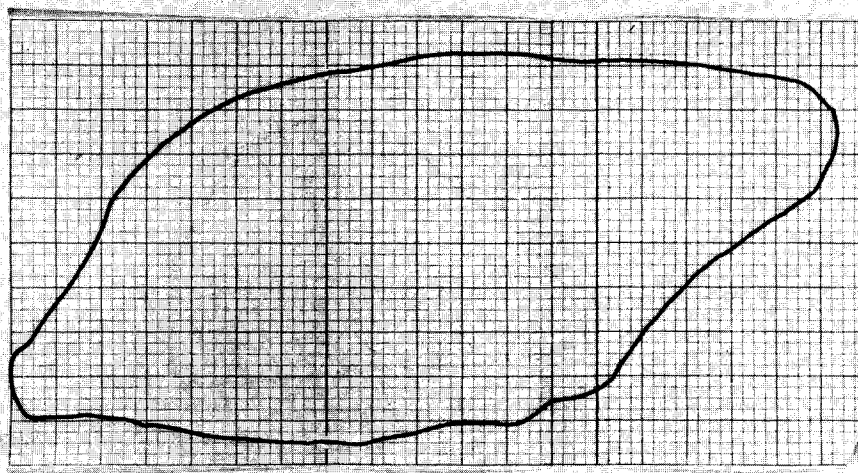
BEFORE IMPACT



AFTER IMPACT



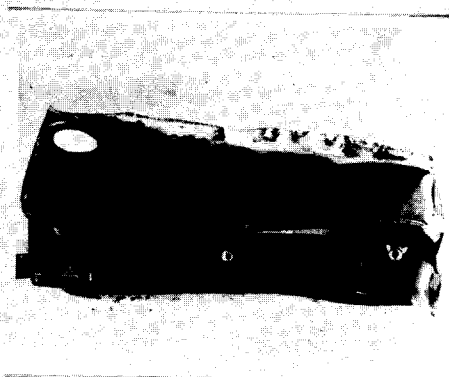
VELOCITY OF IMPACT (FT/SEC)	<u>31.4</u>
METAL THICKNESS (INCHES)	<u>.037</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>4 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>113.6</u>
YEAR AND MAKE OF CAR	<u>61 FORD P/U</u>



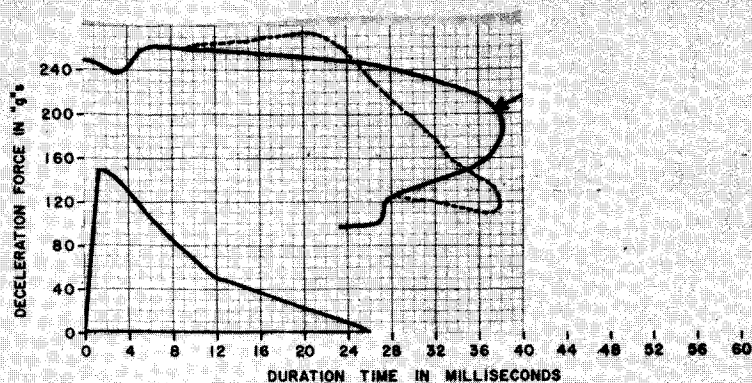
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 31.4

METAL THICKNESS
(INCHES)044

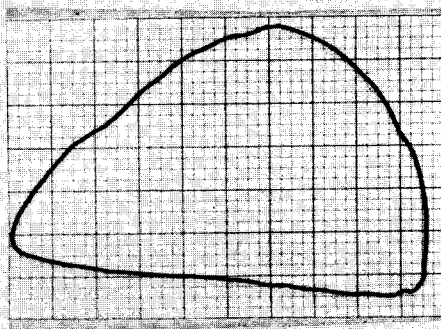
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 5/8

PADDED NO

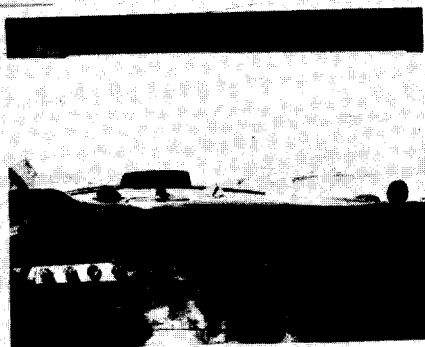
MAXIMUM DEPRESSION:
DEPTH (INCHES) 1 1/2

AREA (SQ. INCHES) 40.7

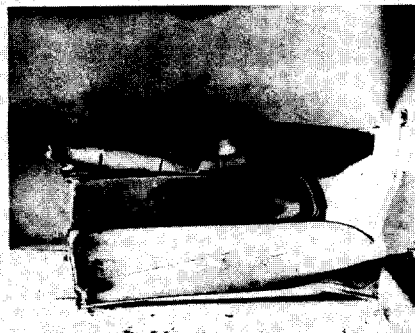
YEAR AND MAKE OF CAR 57 DODGE



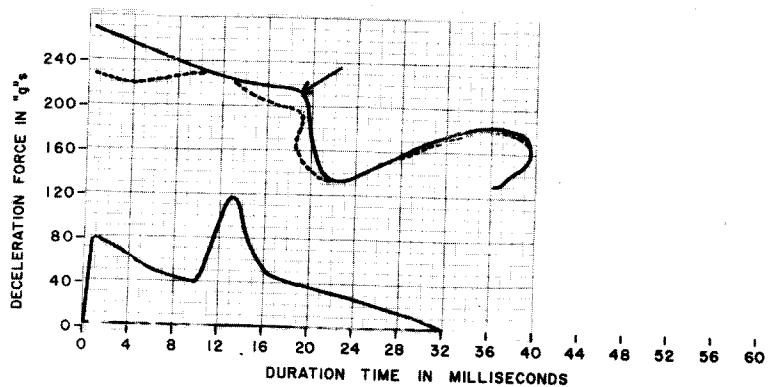
SHAPE AND AREA OF DEPRESSION



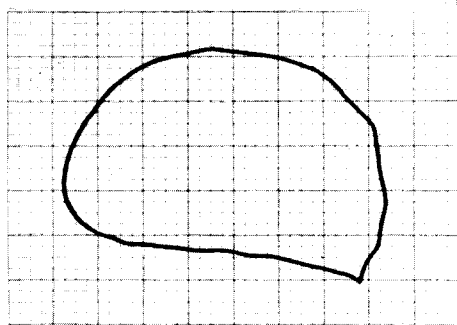
BEFORE IMPACT



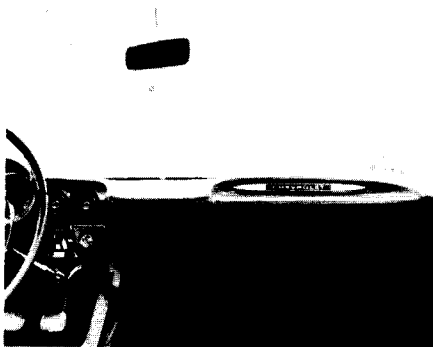
AFTER IMPACT



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>



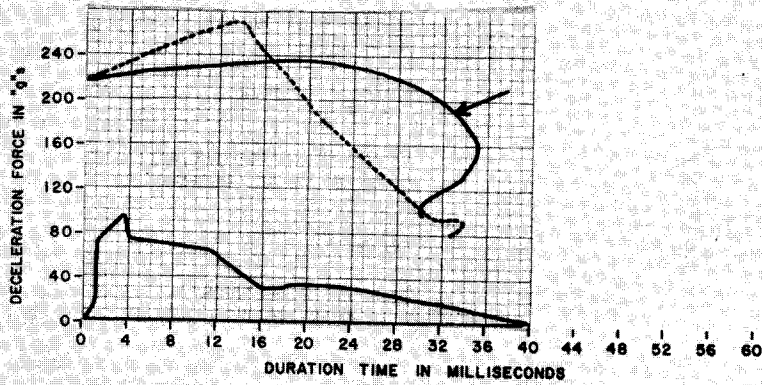
SHAPE AND AREA OF DEPRESSION



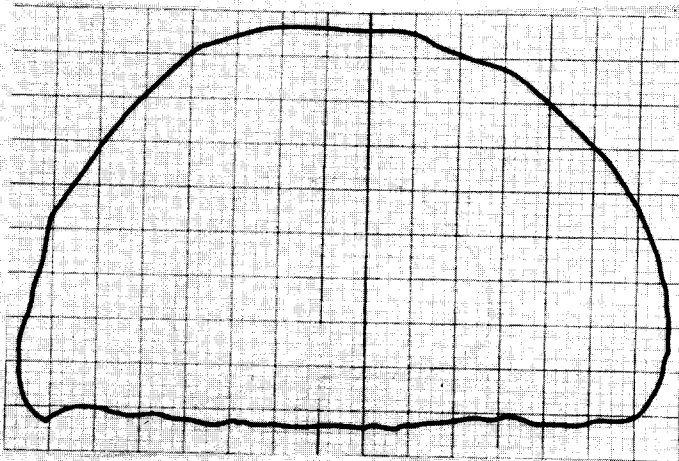
BEFORE IMPACT



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>



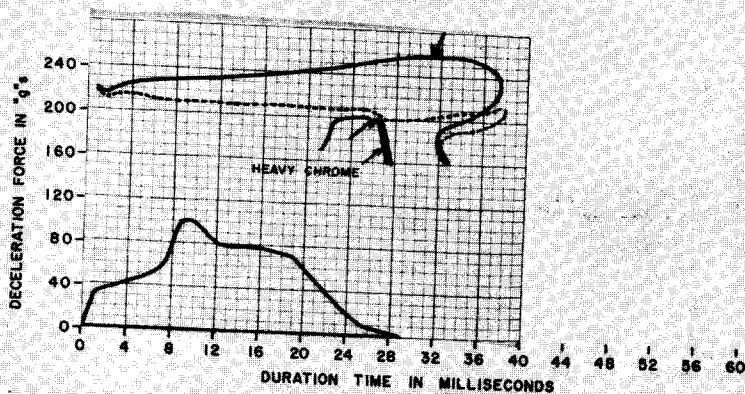
SHAPE AND AREA OF DEPRESSION



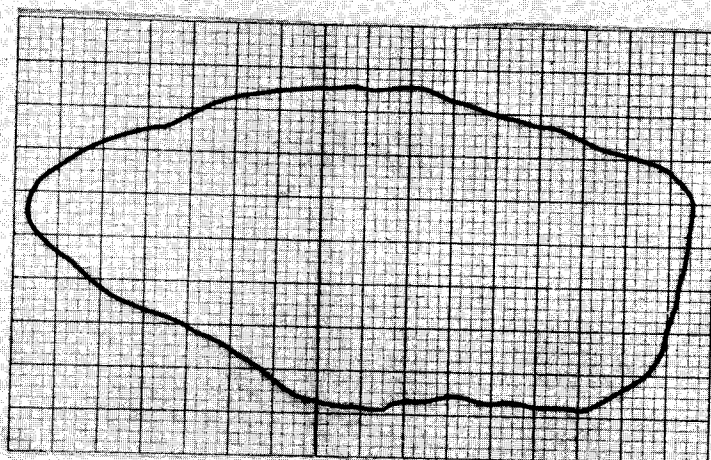
BEFORE IMPACT



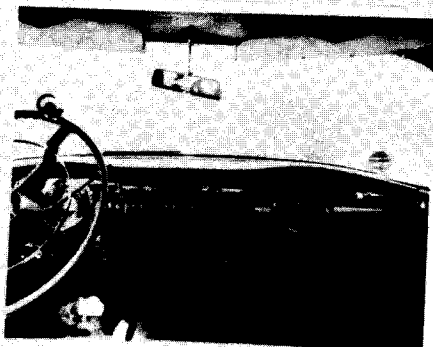
AFTER IMPACT



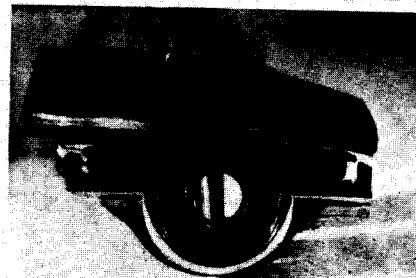
VELOCITY OF IMPACT (FT/SEC)	<u>31.6</u>
METAL THICKNESS (INCHES)	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>8.5</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/8</u>
AREA (SQ. INCHES)	<u>84.7</u>
YEAR AND MAKE OF CAR	<u>54 OLDS</u>



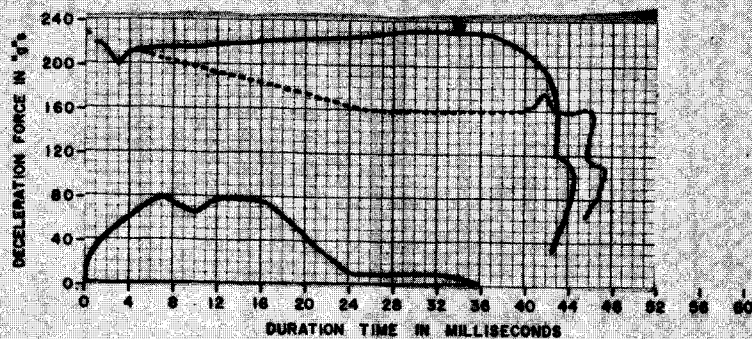
SHAPE AND AREA OF DEPRESSION



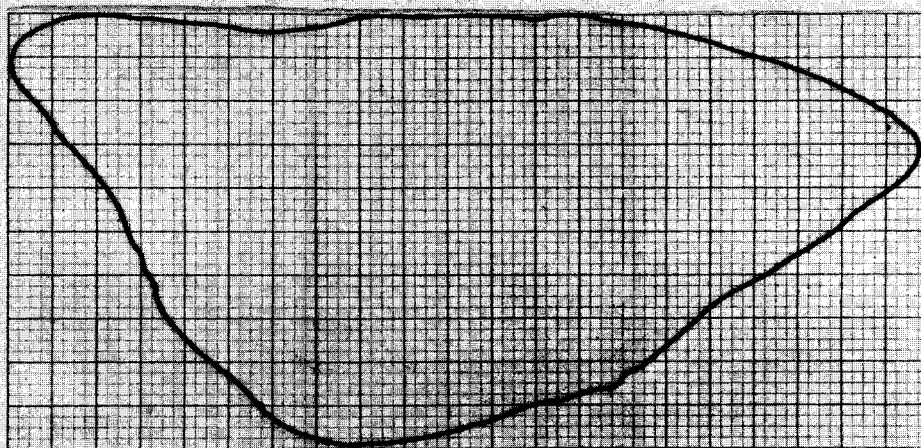
BEFORE IMPACT



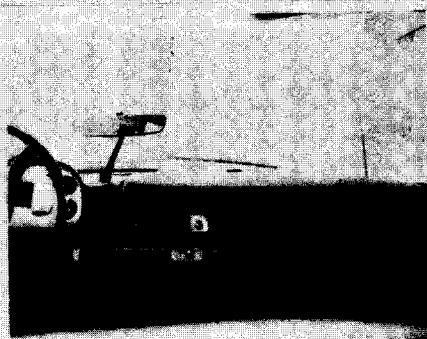
AFTER IMPACT



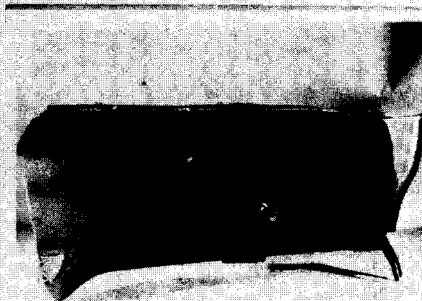
VELOCITY OF IMPACT (FT/SEC)	<u>31.7</u>
METAL THICKNESS (INCHES)	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>4 1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>138.4</u>
YEAR AND MAKE OF CAR	<u>57 PLYM</u>



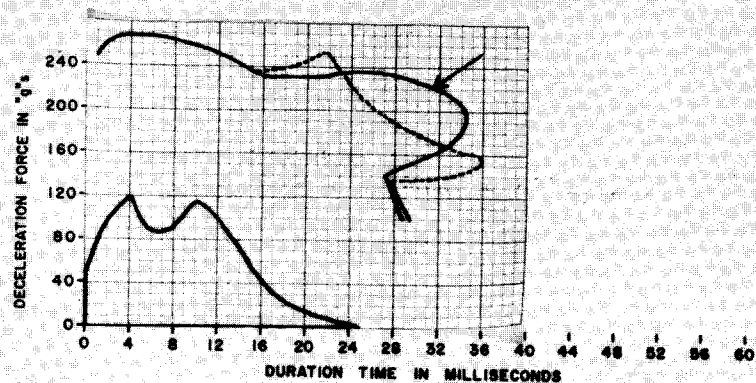
SHAPE AND AREA OF DEPRESSION



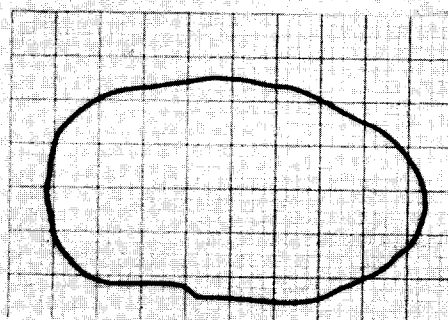
BEFORE IMPACT



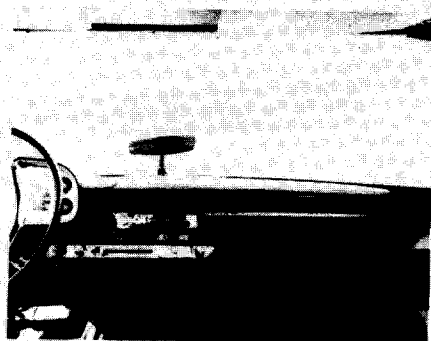
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>31.8</u>
METAL THICKNESS (INCHES)	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>2 1/8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/8</u>
AREA (SQ. INCHES)	<u>32.5</u>
YEAR AND MAKE OF CAR	<u>58 PLYM</u>



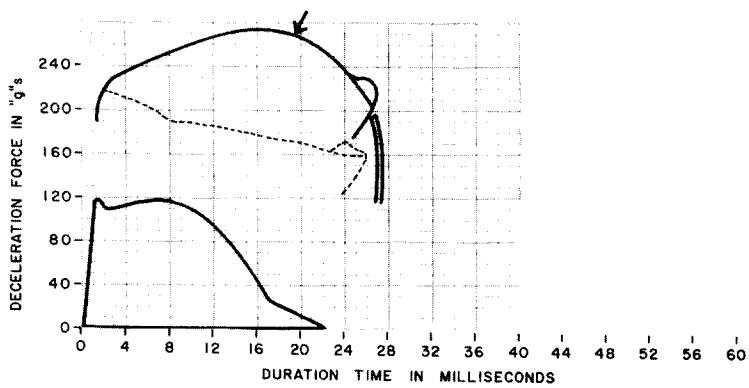
SHAPE AND AREA OF DEPRESSION



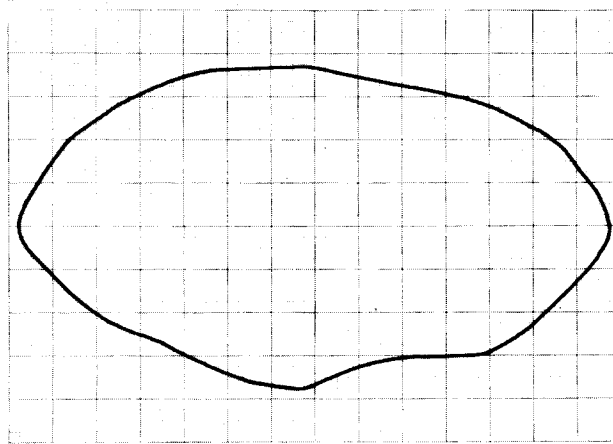
BEFORE IMPACT



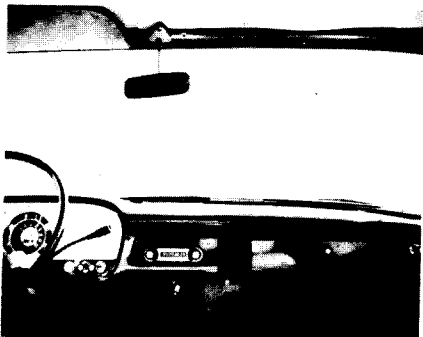
AFTER IMPACT



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>



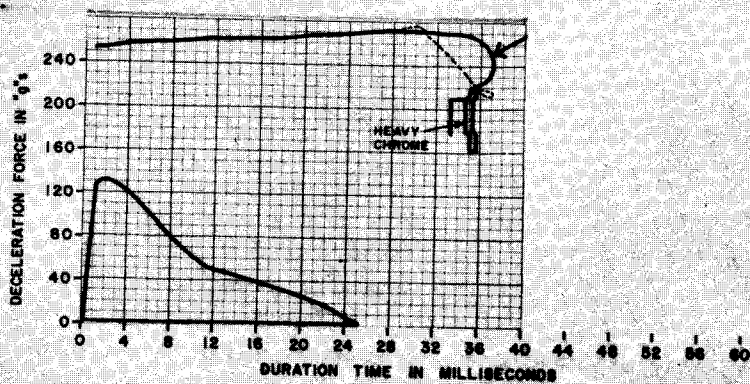
SHAPE AND AREA OF DEPRESSION



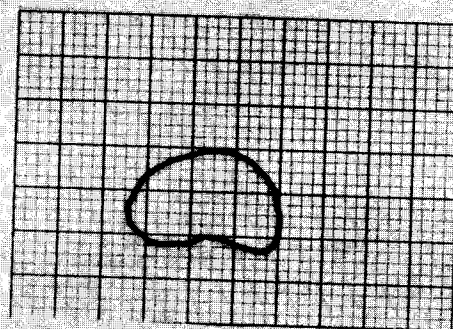
BEFORE IMPACT



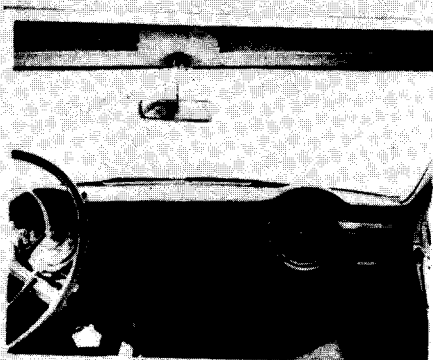
AFTER IMPACT



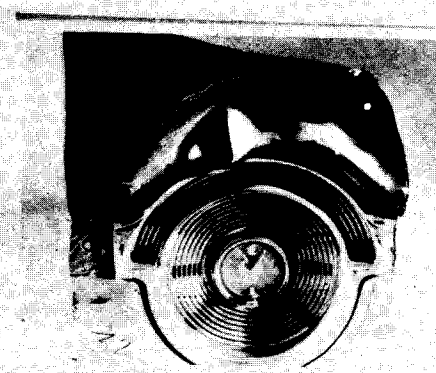
VELOCITY OF IMPACT (FT/SEC)	<u>31.8</u>
METAL THICKNESS (INCHES)	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1/2</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>5/8</u>
AREA (SQ. INCHES)	<u>6.0</u>
YEAR AND MAKE OF CAR	<u>53 OLDS</u>



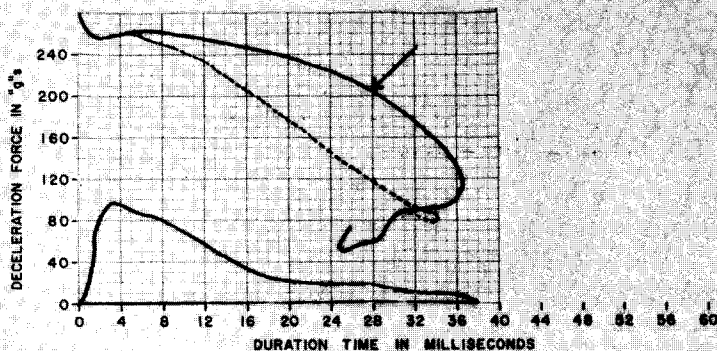
SHAPE AND AREA OF DEPRESSION



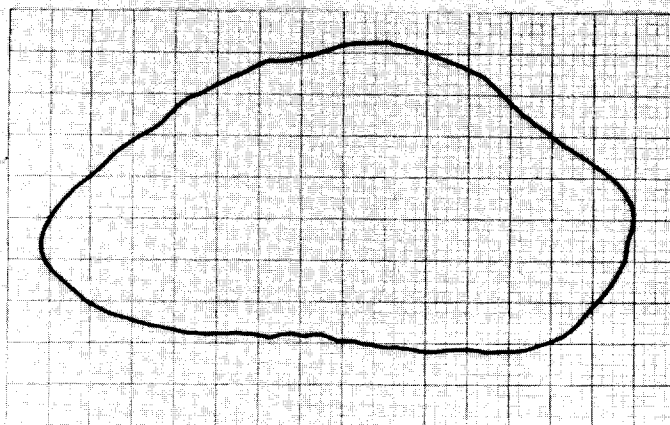
BEFORE IMPACT



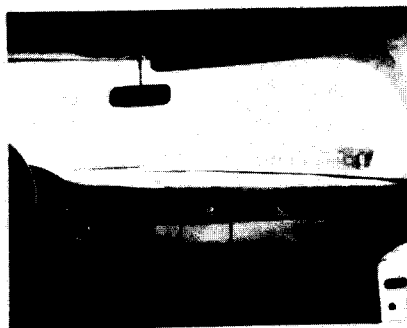
AFTER IMPACT



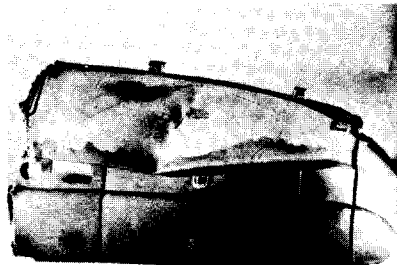
VELOCITY OF IMPACT (FT/SEC)	<u>31.8</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>9 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>74.7</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



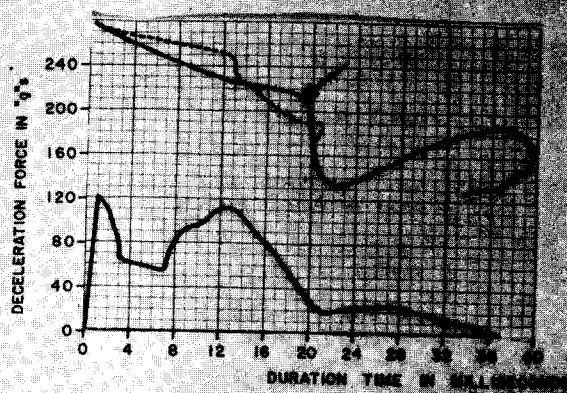
SHAPE AND AREA OF DEPRESSION



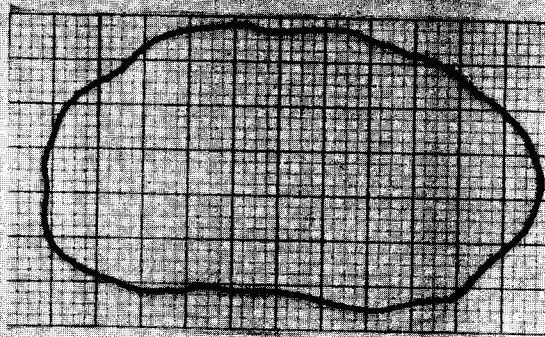
BEFORE IMPACT



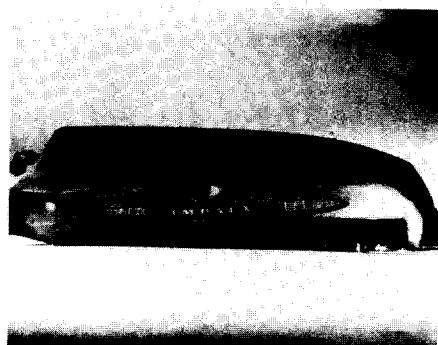
AFTER IMPACT



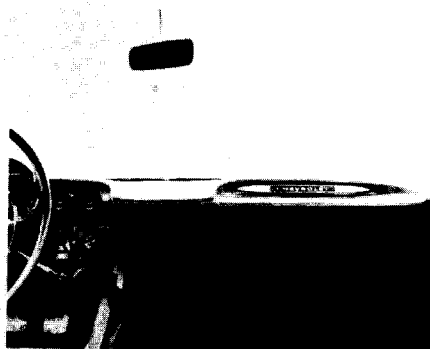
VELOCITY OF IMPACT (FT/SEC)	<u>31.95</u>
METAL THICKNESS (INCHES)	<u>.043</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>1/2</u>
POOLED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1/2</u>
AREA (SQ. INCHES)	<u>54.7</u>
YEAR AND MAKE OF CAR	<u>59</u> <u>CHEV</u>



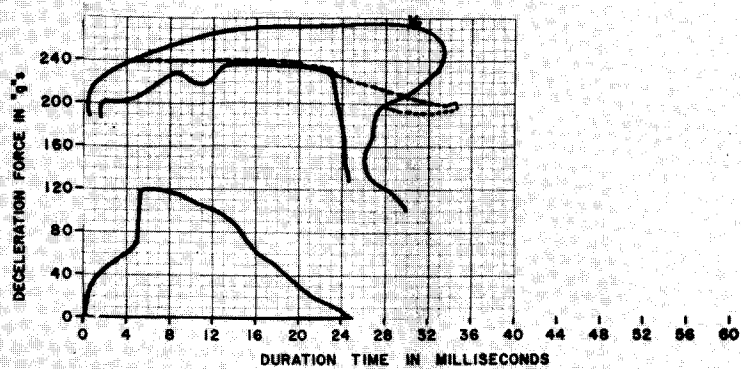
SHAPE AND AREA OF DEPRESSION



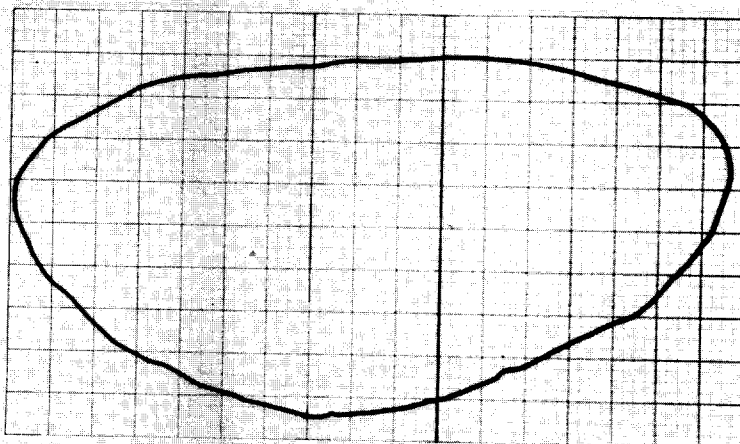
BEFORE IMPACT



AFTER IMPACT



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



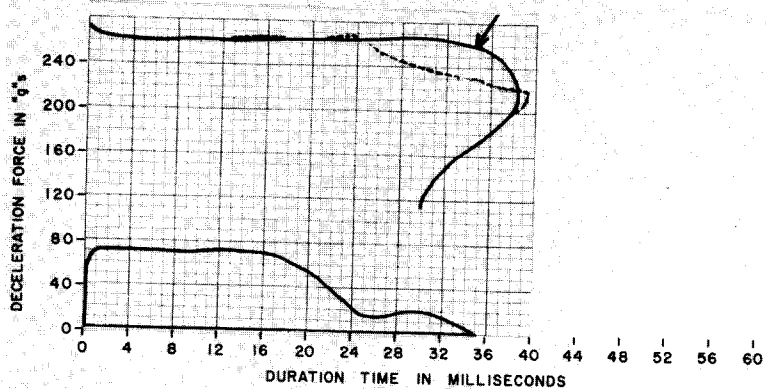
SHAPE AND AREA OF DEPRESSION



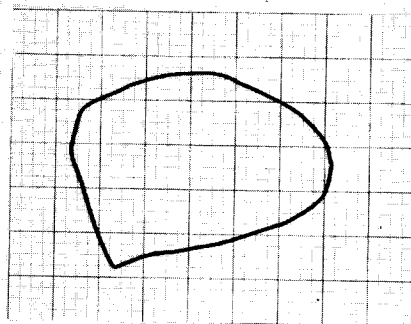
BEFORE IMPACT



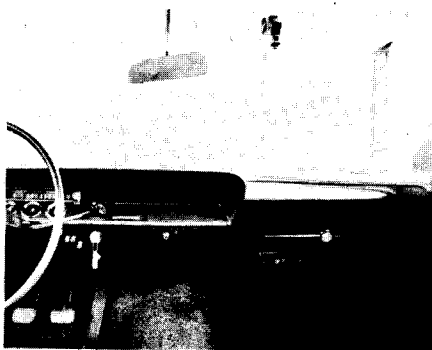
AFTER IMPACT



VELOCITY OF IMPACT (FT/SEC)	<u>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>



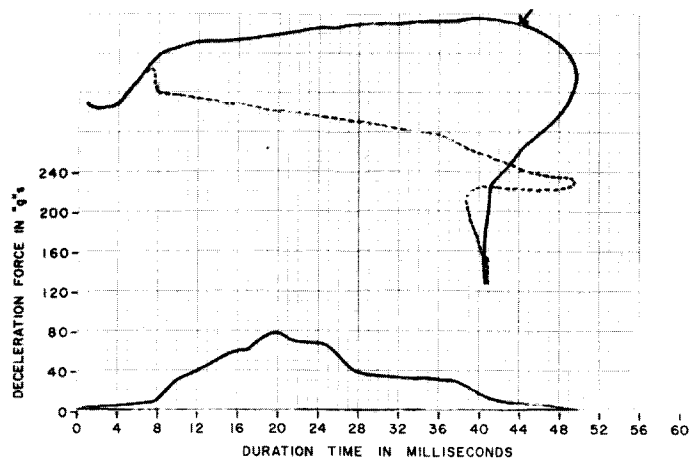
SHAPE AND AREA OF DEPRESSION



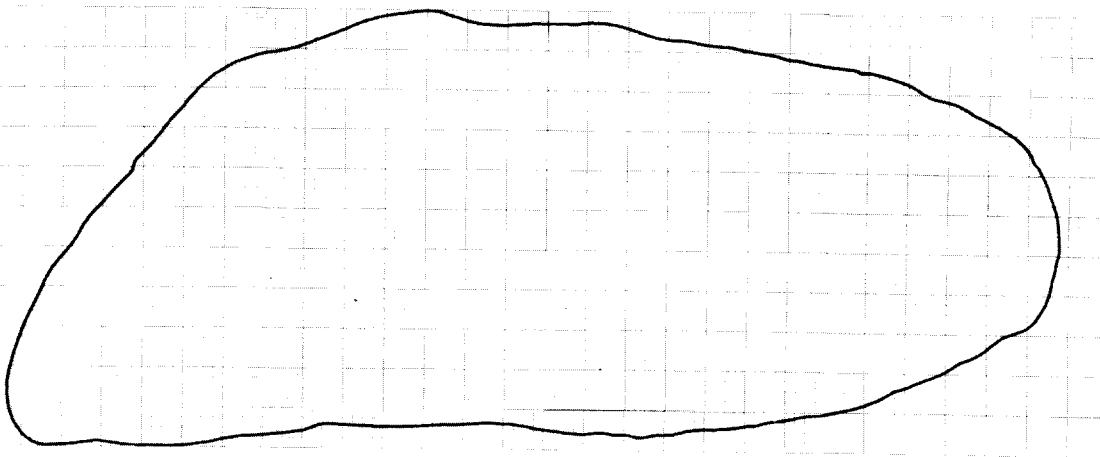
BEFORE IMPACT



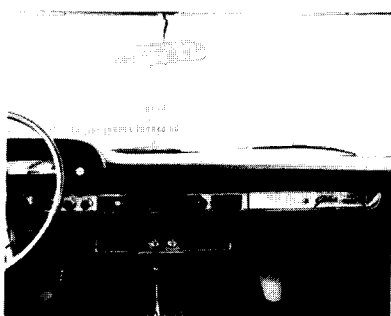
AFTER IMPACT



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



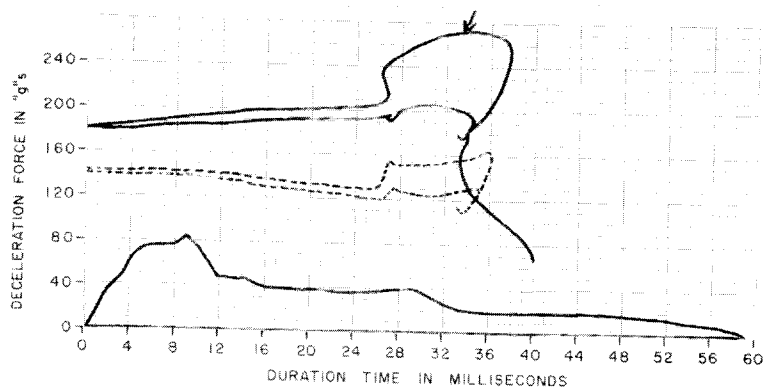
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 37.0

METAL THICKNESS
(INCHES)036

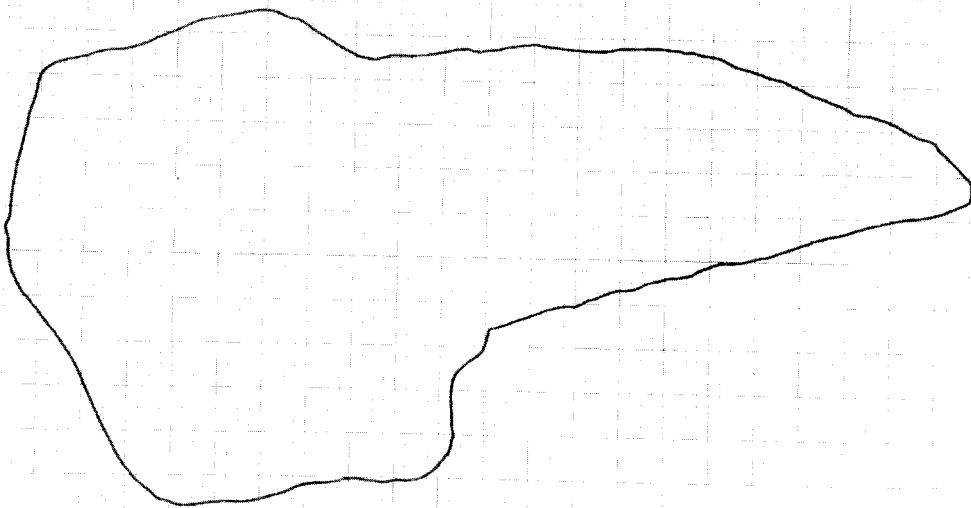
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 2

PADDED YES

MAXIMUM DEPRESSION
DEPTH (INCHES) 1 3/4

AREA (SQ. INCHES) 138.8

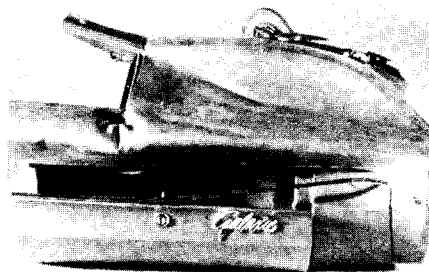
YEAR AND MAKE OF CAR 61 FORD



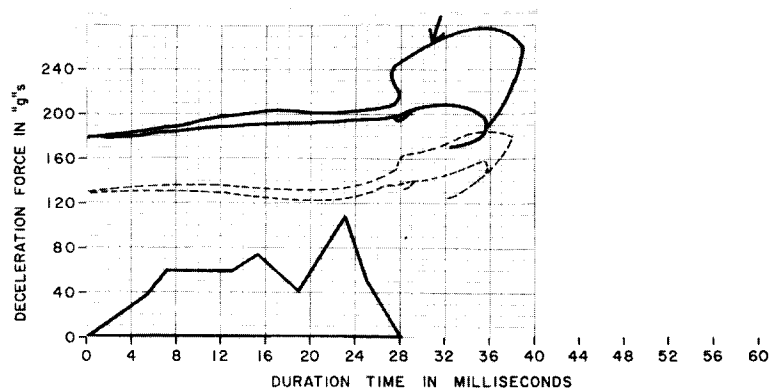
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 37.0

METAL THICKNESS
(INCHES)036

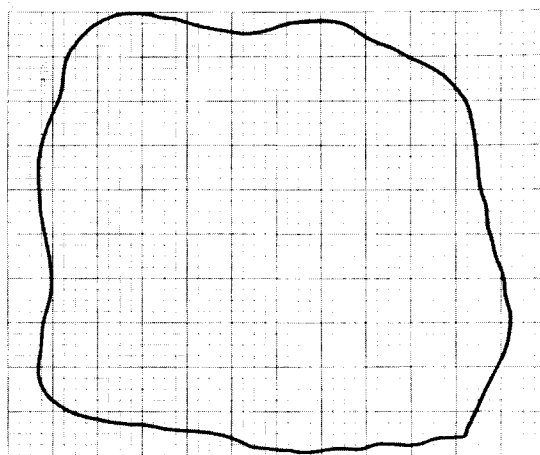
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 2

PADDED YES

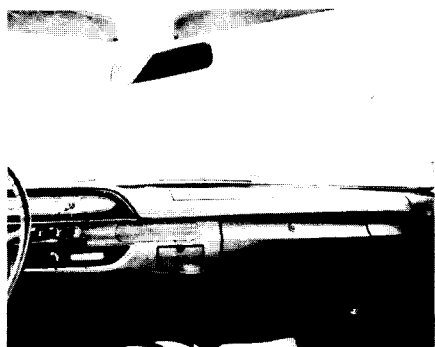
MAXIMUM DEPRESSION:
DEPTH (INCHES) 1 1/2

AREA (SQ. INCHES) 88.1

YEAR AND MAKE OF CAR 61 FORD



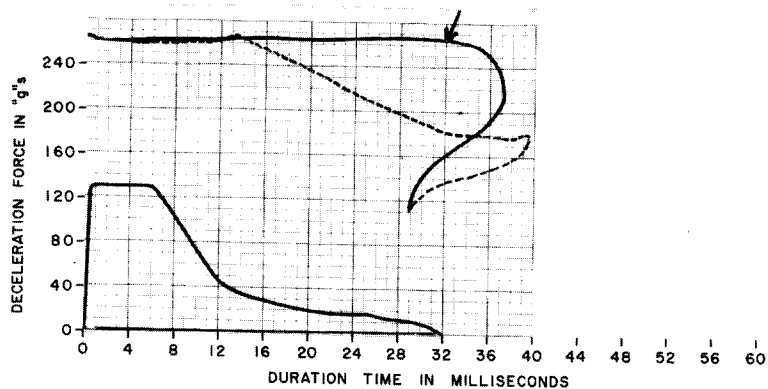
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 37.5

METAL THICKNESS
(INCHES)036

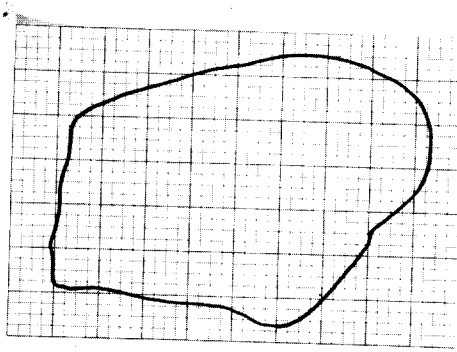
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 1 5/8

PADDED NO

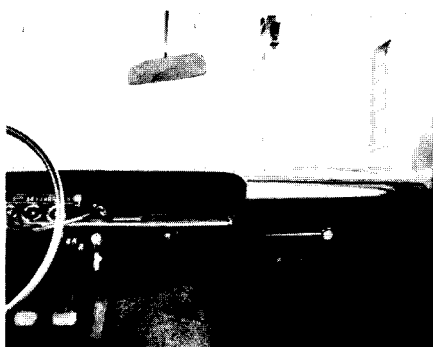
MAXIMUM DEPRESSION:
DEPTH (INCHES) 2

AREA (SQ. INCHES) 38.5

YEAR AND MAKE OF CAR 61 CHEV



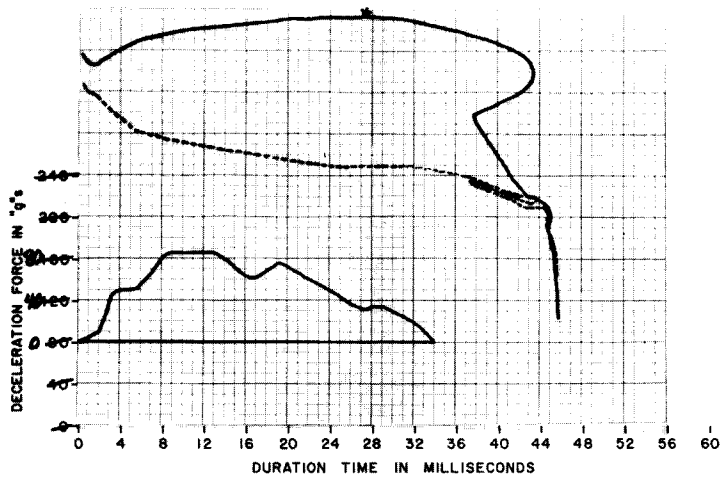
SHAPE AND AREA OF DEPRESSION



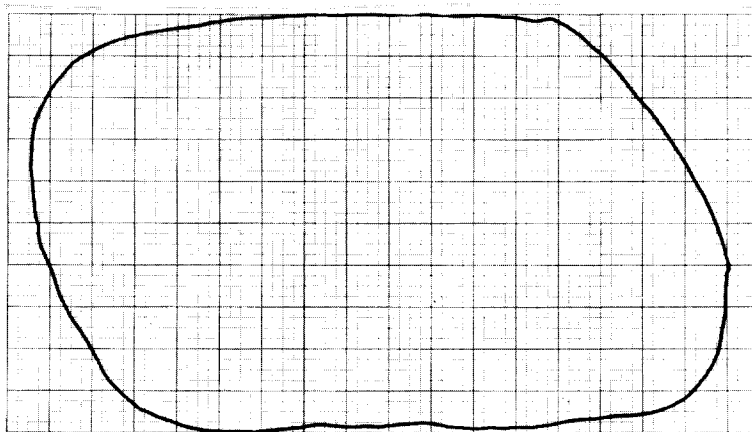
BEFORE IMPACT



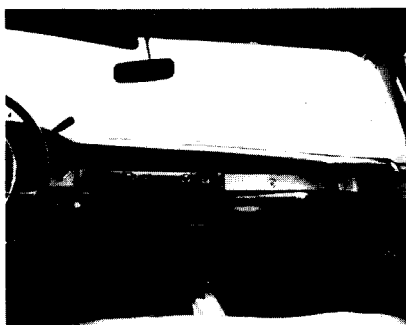
AFTER IMPACT



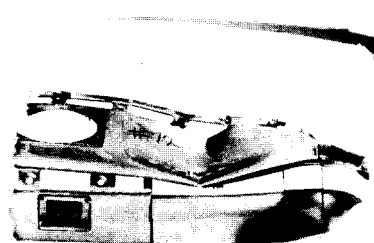
VELOCITY OF IMPACT (FT/SEC)	<u>42.6</u>
METAL THICKNESS (INCHES)	<u>.039</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>14 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3 3/4</u>
AREA (SQ. INCHES)	<u>150.7</u>
YEAR AND MAKE OF CAR	<u>57 FORD</u>



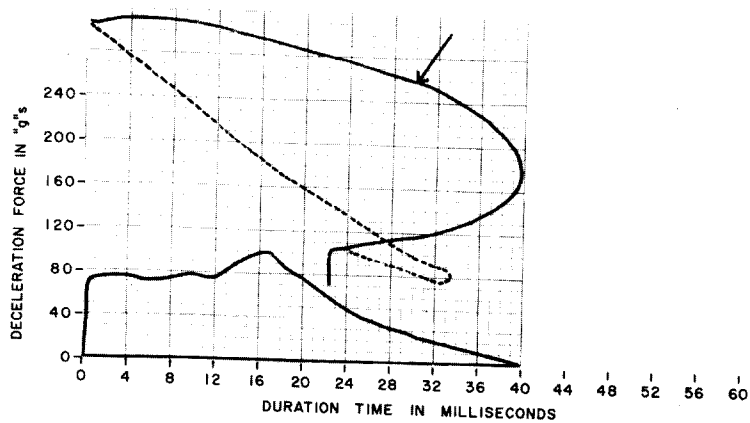
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



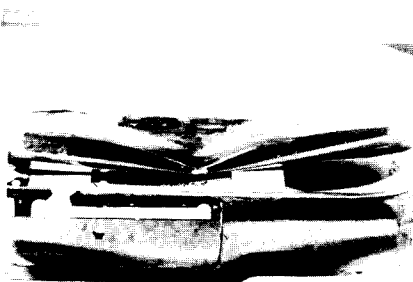
VELOCITY OF IMPACT (FT/SEC)	<u>42.9</u>
METAL THICKNESS (INCHES)	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>10 1/4</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>3 1/2</u>
AREA (SQ. INCHES)	<u>156.7</u>
YEAR AND MAKE OF CAR	<u>57 CHEV</u>



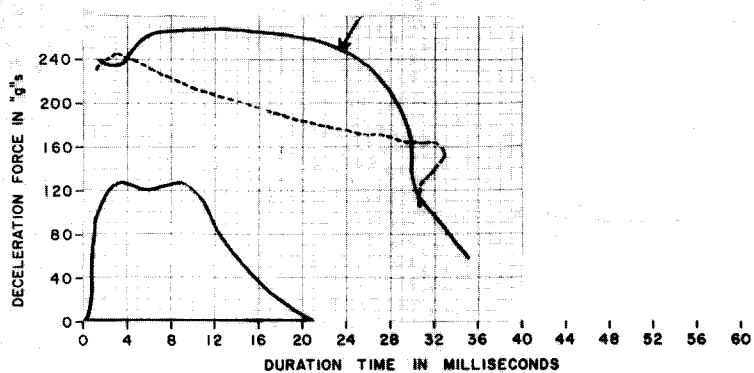
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



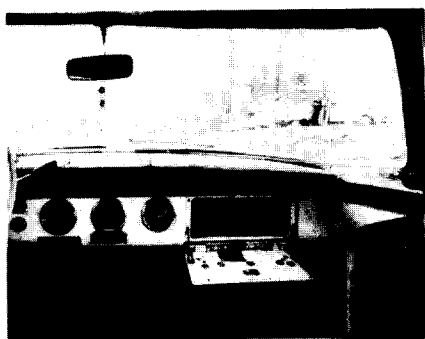
AFTER IMPACT



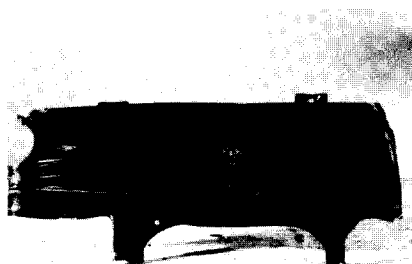
VELOCITY OF IMPACT (FT/SEC)	<u>43.3</u>
METAL THICKNESS (INCHES)	<u>.044</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>3 1/8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 3/4</u>
AREA (SQ. INCHES)	<u>80.1</u>
YEAR AND MAKE OF CAR	<u>55 FORD</u>



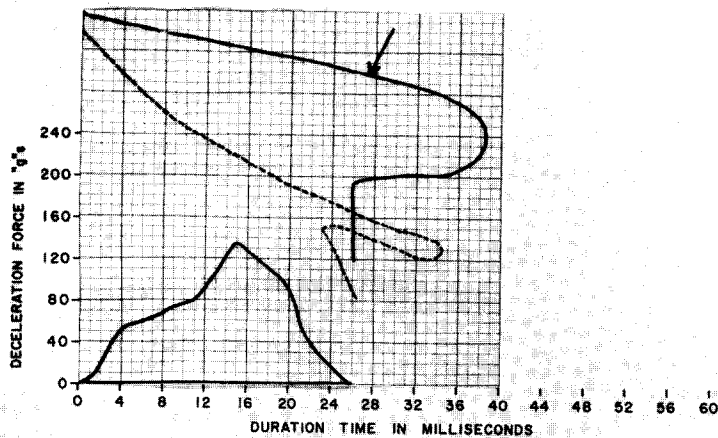
SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT



VELOCITY OF IMPACT
(FT/SEC) 43.5

METAL THICKNESS
(INCHES)038

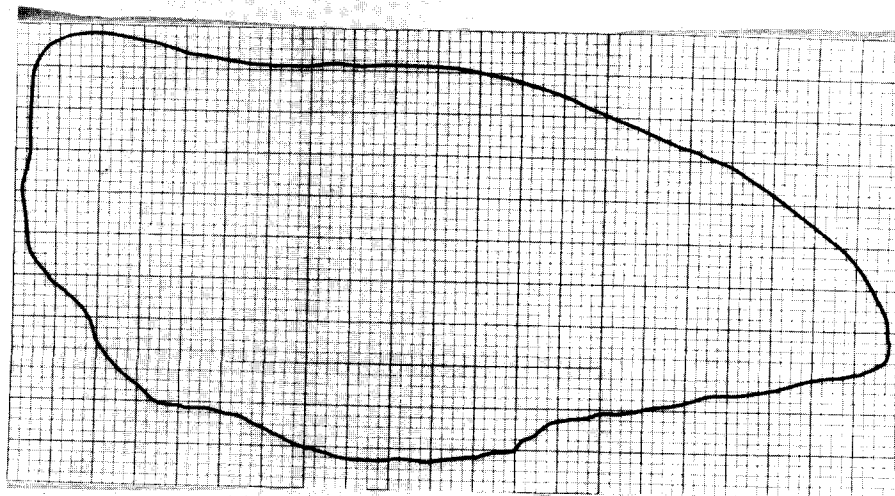
RADIUS OF CURVATURE AT
POINT OF IMPACT (INCHES) 18 1/2

PADDED NO

MAXIMUM DEPRESSION:
DEPTH (INCHES) 3 1/4

AREA (SQ. INCHES) 146.9

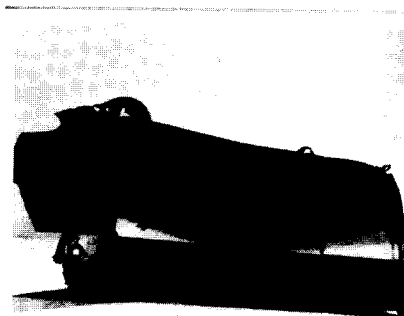
YEAR AND MAKE OF CAR 56 FORD



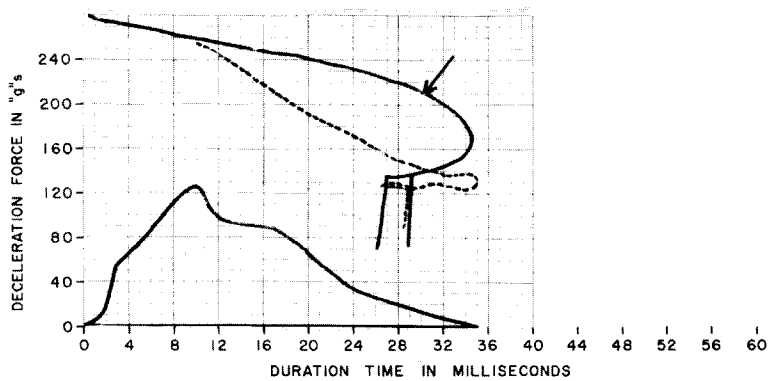
SHAPE AND AREA OF DEPRESSION



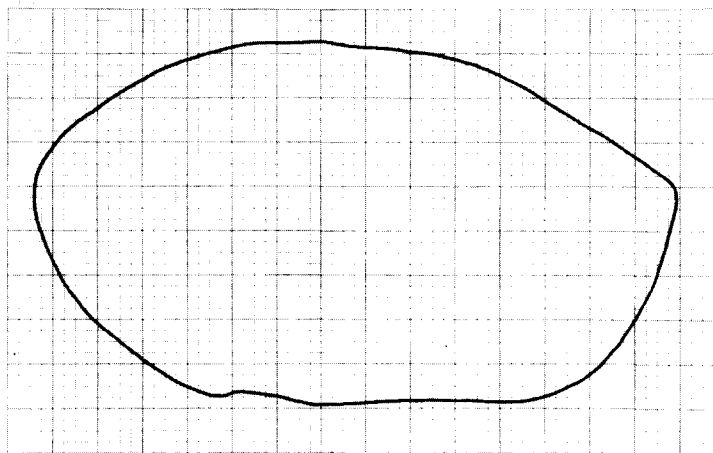
BEFORE IMPACT



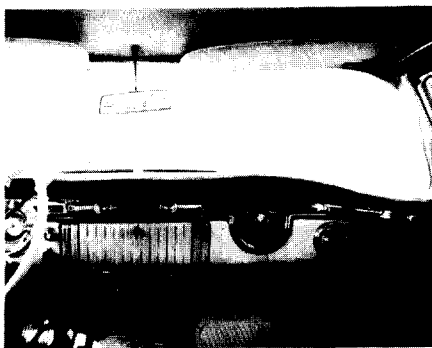
AFTER IMPACT



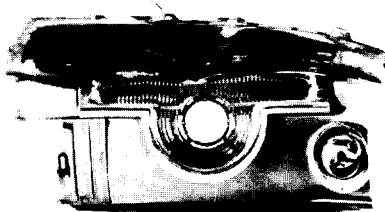
VELOCITY OF IMPACT (FT/SEC)	<u>43.7</u>
METAL THICKNESS (INCHES)	<u>.046</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>4 1/8</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 5/8</u>
AREA (SQ. INCHES)	<u>92.2</u>
YEAR AND MAKE OF CAR	<u>55 OLDS</u>



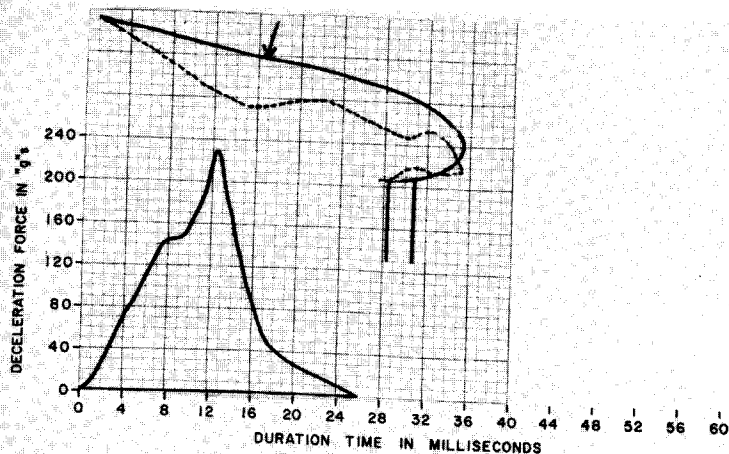
SHAPE AND AREA OF DEPRESSION



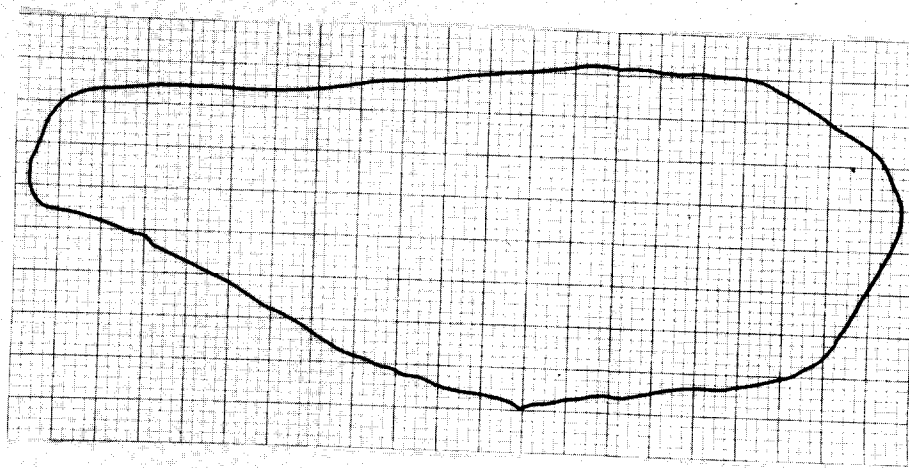
BEFORE IMPACT



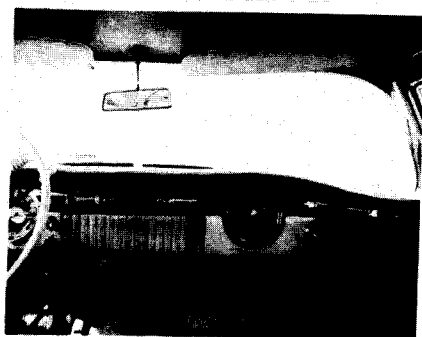
AFTER IMPACT



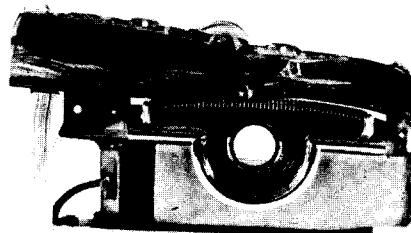
VELOCITY OF IMPACT (FT/SEC)	<u>43.7</u>
METAL THICKNESS (INCHES)	<u>.045</u>
RADIUS OF CURVATURE AT POINT OF IMPACT (INCHES)	<u>21</u>
PADDED	<u>NO</u>
MAXIMUM DEPRESSION: DEPTH (INCHES)	<u>1 1/8</u>
AREA (SQ. INCHES)	<u>111.3</u>
YEAR AND MAKE OF CAR	<u>55 OLDS</u>



SHAPE AND AREA OF DEPRESSION



BEFORE IMPACT



AFTER IMPACT

