

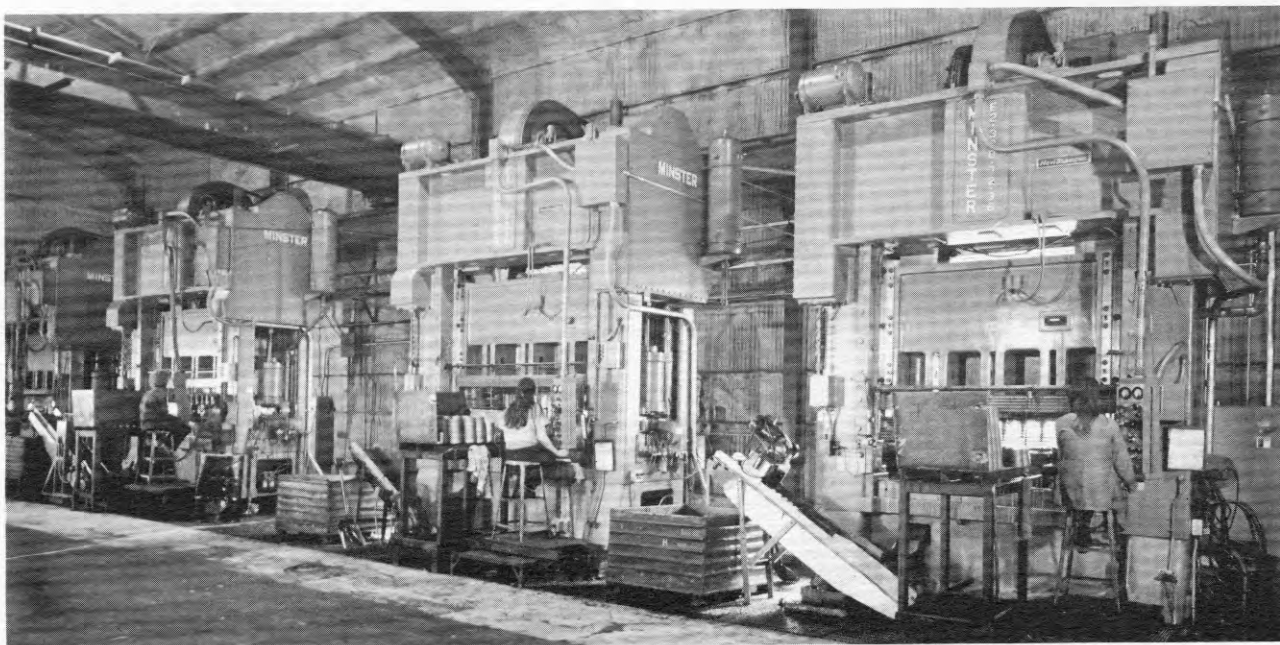
Mr. Harry Scott, President of Target Stamped Products Corp.



Target Stamped Products Corp. claims Minster makes “best press in the industry”

Harry Scott, President of Target Stamped Products Corp., Kinsman, Ohio, was emphatic when he said “You make an awfully good press and we believe it’s worth the wait and a little more money to get something better.” He was referring to their experience with eight Minster E2-300 HeviStamper[®] and a P2-150 versus other brands. “We have fewer problems, less maintenance and better performance with Minster presses. And, if we do need service we know we can get it immediately. For example, if our electrician needs help in setting up a press, he can call Minster’s Service Department and talk to a qualified man, experienced in the controls and electronics. They know what they’re talking about and are very helpful.”

Mr. Harvey Haynman, Board Chairman, is now sole owner of Target Stamped Products, Corp., and was one of three men who founded the company in 1948. They started out in Williamsville, Ohio, near Warren in the center of “steel-making country” to be near material sources and expected to get most of their business from Cleveland. As it turned out, the company which now has 130 employees and operates six plants within a 12 mile radius of the main plant in Kinsman, Ohio, doesn’t get much business from Cleveland now. Their stamping volume is 95% automotive parts plus some for farm implements. Another stamping plant in South Carolina serves the appliance industry.



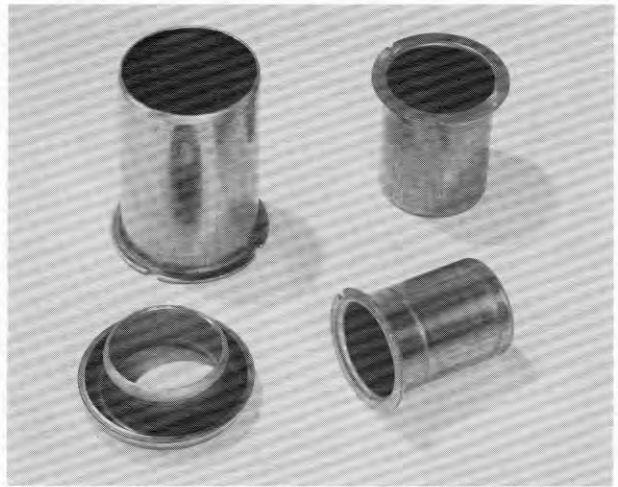
Line of four Minster E2-300 HeviStamper[®] presses at Vernon, Ohio Plant utilize transfer dies to produce “outer” metal parts for body mounts. Dies are interchangeable with similar presses located at the company’s plants in Kinsman and Andover, Ohio. 300,000 parts are produced every day during two 8-hour shifts.

A visit to the Vernon, Ohio, plant, which began operations in 1973, reveals a line of four Minster E2-300 HeviStamper presses making "body mount inserts" and precision "outer" metal parts for "silent block" assemblies used in the automotive industry. Although these are automotive parts, Target's primary market is rubber companies who insert rubber compound into or on them.

"Silent block", finished rubber and metal assemblies, are used mainly in the suspension systems of automobiles. The assembly is press fit into one component of the vehicle. Then another component is fastened to it by a screw running through an inner metal tube separated from the "outer" metal by compressed rubber. This isolates the two suspension components from each other while, at the same time, allowing movement in the rubber as torsion occurs. Each car uses an average of 16 "silent blocks" of various sizes and types.

CLOSE TOLERANCE REQUIREMENTS

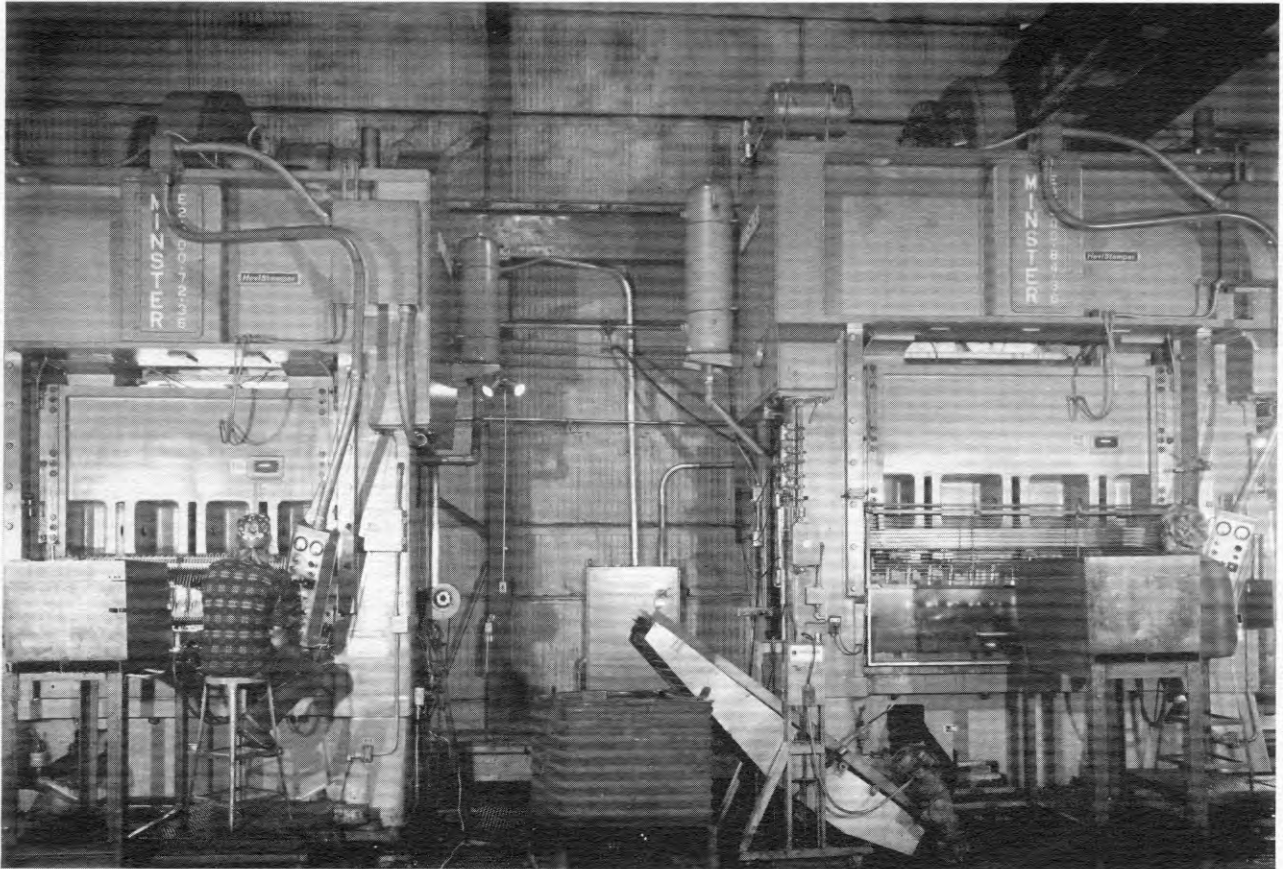
Target Stamped Products Corp. knows how to make precision parts with precision presses. Previously these "outer" metal parts were cut-off from tubing and reworked. Target produces them from flat blanks. The press operator stacks flat blanks in blank holders and they are fed through transfer dies where they are drawn and ironed. Tolerances are held to $\pm .005$ " I.D. to meet the exact requirements for the rubber compound which is compressed into them. The O.D. is also held to $\pm .005$ " to get the press fit into the auto suspension component.



"Outer" metal parts for "silent blocks" are made in several sizes and types. The steel blanks are drawn and ironed to close tolerances.

This stamping operation, drawing and ironing this special steel, is a "hot" one and a large amount of lubricant is used. The presses are surrounded by grate covered floor troughs which recover the lubricant.

Minster HeviStamper presses provide the precision and day to day, no-downtime operation needed by this customer because they have the extra rigidity and accuracy in slide-to-bed parallelism to do the job better than any other press.



Close-up view of two HeviStamper presses. Press speed range is 0 to 50 spm with full energy at 28 spm. Finished parts drop from chute and are conveyed to part bins.