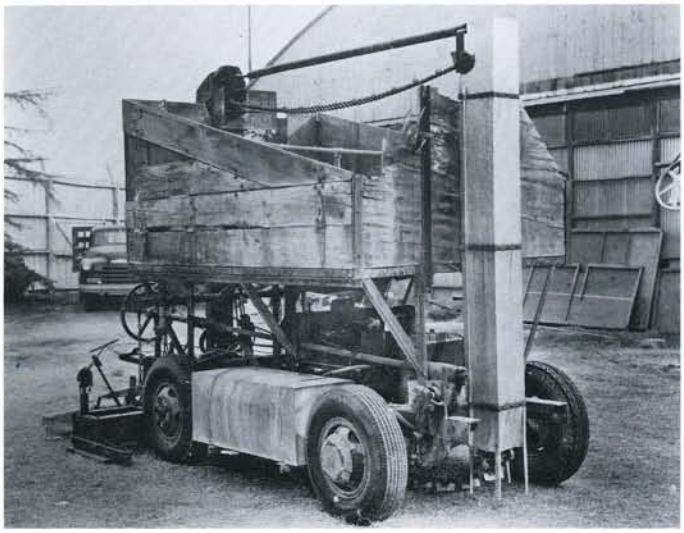
ZAMBONI® · NEWSLETTER

THE ZAMBONI STORY

The story of Frank J. Zamboni & Co. begins in 1939 when the Iceland Skating Rink in Paramount, California opened. At that time resurfacing was accomplished with a tractor pulled planer and a great deal of manual labor. The planer would take a shaving cut and the shavings then had to be pushed off the ice surface. After all the snow was removed it was normal to wash the ice by spraying with a large hose. The dirty water was then pushed off the ice by hand with large rubber squeegees. The washing operation was followed by a final spray of water which produced a mirror-like surface. This complete operation would take up to 1½ hours using three to five men.

Since this operation was quite lengthy, the rink operator would frequently only hand scrape the ice and spray the surface with a light film of water. This led to ice build-up which reduced the efficiency of the refrigeration system. A periodic heavy cut was then required to bring the ice down to its proper thickness. This heavy cut would take even more time than the normal complete resurfacing operation.

Frank Zamboni was the builder and manager of the Iceland Skating Rink and, although he was new in the business, he soon realized the need to make a good sheet of ice in a short period of time. To accomplish this, he began to develop a machine that would provide a more efficient ice resurfacing method.



Model A – 1949

You are always welcome at our plant.

In March of 1942, he purchased a tractor and began experimenting. This first machine was built on a sled towed behind the tractor. It, however, did not produce a smooth surface nor did it pick up the snow adequately.

It wasn't until July of 1947 that Frank decided to try again. He had a machine built with a blade mounted on runners and a wide snow elevator, the same width as the blade, carrying the shavings to the rear and depositing them on a sled. The snow was pushed from the sled into the snow pit by another man. This effort failed also as the sled did not track properly behind the tractor and the time saved was minimal. He decided that this unit was not worth further experimentation.

Frank then decided to try to build a machine that would do a complete resurfacing job on the rink in one operation. He envisioned a machine that would cut the ice, remove the snow, wash and squeegee the ice and, finally, leave a thin film of water all in one operation. Such a machine was built, but after trying several methods of picking up the snow, he was not able to elevate it, distribute it in the snow tank and carry enough snow to do a resurfacing job over the entire ice surface. This machine was discontinued in the winter of 1947.

Undaunted, he started again on a completely different approach using many of the components from the previous experiment. This effort proved successful in

(Continued on Page 3)

A Note from Frank . . .

This Newsletter provides a golden opportunity for me to send a warm "hello" to all of my friends in the ice skating industry. I wish to thank all of you who have contributed so much to the development and success of present day resurfacer. These contributions have resulted in better equipment and consequently improved ice surfaces.

While collecting my thoughts for this inaugural issue of the Zamboni Newsletter, my first Model A Machine comes to mind. This machine was developed and built to overcome the resurfacing problems at our ice rink. We had no idea that this would be the beginning of a product which would be indispensable in ice rink operations around the world. In like manner, we certainly hope that our Newsletter will be of some help to you in the skating industry. We feel this publication will promote better communications and encourage the exchange of ideas and experiences so that the end result will be the continued improvement of ice surface maintenance.

Finally, on behalf of all of us here at Zamboni I would like to extend a personal invitation to you to visit us at our plant here in Southern California.

Best personal regards,

Frank

ZAMBONI NEWSLETTER

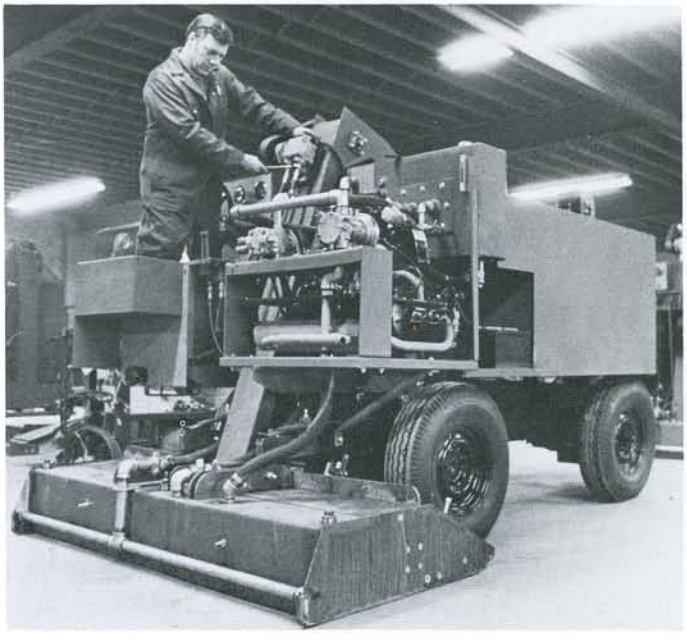
Published by:

Frank J. Zamboni & Co.
15714 Colorado Ave.
Paramount, Calif. 90723

Vol. 1
May, 1972

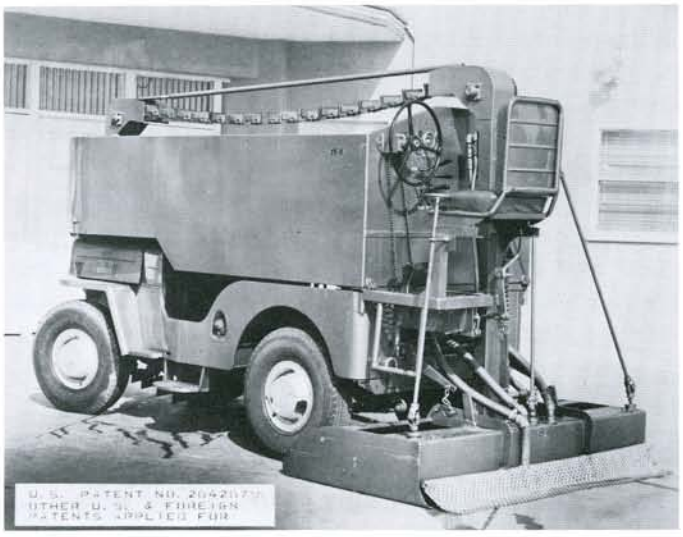
ZAMBONI IN CANADA . . .

The Canadian Manufacturing Plant of Frank J. Zamboni & Co., Ltd. is located in Paris, Ontario, near Brantford and 60 miles from Toronto. Ten people are currently employed at the 7,000 sq. ft. plant fabricating the major components and using locally made parts to assemble the resurfacers. The firm produces two models of resurfacers, the self-propelled Model M which is a non-dumping unit, and the tractor mounted TMA. Zamboni® resurfacers have been built in Canada since 1965 and in the Paris plant since 1969. The Canadian facility handles all of the sales and service for Canada and in addition this facility sells the parent firm's Model HDB dumping model and the Junior resurfacer used for studio sized rinks. Over 380 Zamboni® resurfacers are currently in use throughout Canada and the machines are in operation in arenas in most Canadian cities including the Montreal Forum and Maple Leaf Gardens in Toronto.



Model M — Canada

Model B – 1950



Model C – 1952

THE ZAMBONI STORY (Continued)

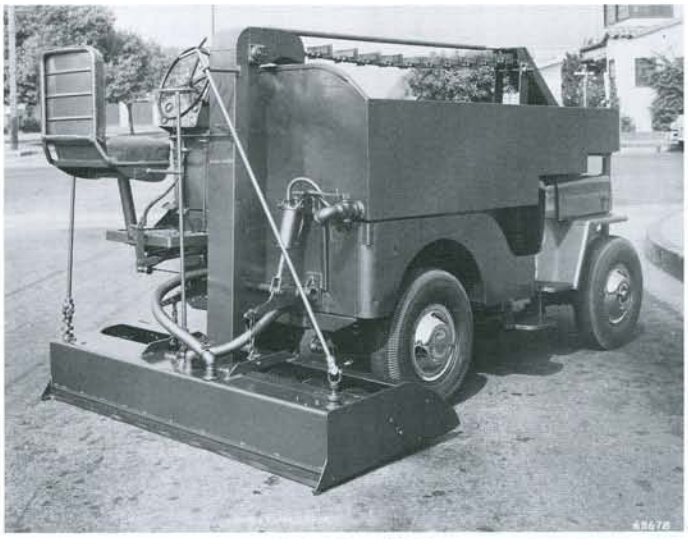
solving the problem of conveying and storing an ample amount of snow. He worked out the mounting of the blade so that it was adjustable by the operator and held firm, thus keeping it from chattering or digging into the ice. He also devised a method of washing and squeegeeing the surface. By the summer of 1949 he was able to get a good sheet of ice consistently and the Model A Zamboni® Ice Resurfacer became a working reality.

The unique operation of the Model A was noticed by Miss Sonja Henie while she and the cast of her ice show were practicing at the Paramount rink. At her request, Frank built a similar machine for her which she used on her show tour. This machine accompanied her throughout the United States, Canada, and Europe. Seeing it, and realizing its value, several rink operators placed orders. Each of the first 16 machines produced was different because of constant innovations and improvements, However, all were built on four-wheel-drive Jeeps.

In 1954, a limited production was started on a standardized model. This machine became known as the Model E. Twenty of these machines were manufactured in 1954 and 1955 and it was during this time that the machine became well-known and recognized as a necessity for proper ice maintenance . . . not a luxury.

In 1956, a major redesign took place. The undercarriage of the machine was changed from a complete Jeep to a stripped Jeep chassis permitting larger snow and water carrying capacities. This became the Zamboni® Model F and was produced until 1963. During the time of its manufacture, the Model F Ice Resurfacer gained a reputation throughout the world as the standard for good ice maintenance.

(Continued on Page 4)



Model D – 1953

Model E – 1954

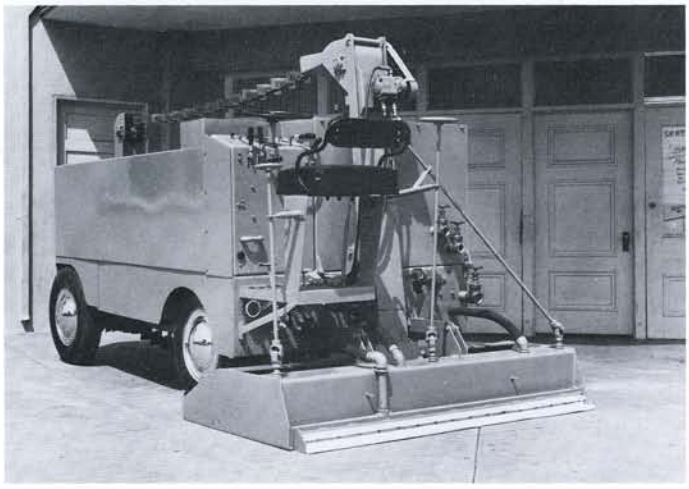
THE ZAMBONI STORY (Continued)

During the Olympic Winter Games in Squaw Valley, California, six Zamboni® Resurfacers became the first machines of their type to be used at Olympic competitions. The success of the machines at Squaw Valley quickly prompted the sale of the ice resurfacer in Western Europe, Japan and Australia.

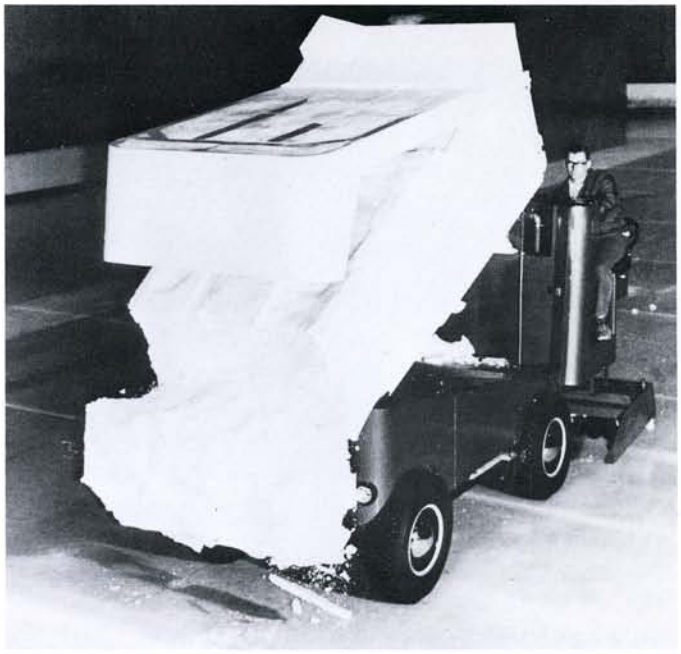
During these years the machine found increased usage on outdoor ice rinks making it important to find a quick and easy way to unload the snow from the machine without melting or shoveling. Several devices were adapted to the Model F for mechanical unloading.

In 1964, the Jeep was discontinued in favor of a Zamboni® designed chassis incorporating a quick-dumping snow tank. This machine was known as the Model HD and was powered by a Wisconsin air-cooled engine. The dumping feature of the Model HD made it possible for the outdoor operator to use the machine during rain or snowfall, thereby preventing the necessity of a major clean-up job. For the indoor operator, the dumper provides additional flexibility in scheduling a heavily used ice surface.

The Model HD and the later HDA were in production from 1964 to 1968. In 1969 the drive train was completely redesigned and this new machine was introduced as the Model HDB. This version of the 'dumper' series features a Volkswagen air-cooled engine and a gear-drive, powering both the hydrostatic transmission and the hydraulic system. This infinitely variable transmission is ideally suited to the ice resurfacing machine because the required vehicle speed differs under varying operating conditions. The Model HDB has become the most popular resurfacing machine in the world today.



Model F – 1956



Model HDB – 1969

Other specialized models have been developed. These include small machines for studio sized rinks; non-dumping machines for indoor rinks that lack room to dump the snow; tractor-pulled machines and equipment especially designed for speed skating ovals.

Over twenty years have elapsed since the first practical ice resurfacer, the Zamboni® Model A, became operational. Although unnumerable improvements and modifications have been made since its introduction, the basic objective of the machine has remained the same . . . to provide the operator with a dependable means to make an attractive sheet of ice in a short period of time. As a result the operator has more ice time to sell and as we all know this is especially important at many rinks where there is a demand for ice up to 24 hours a day.

At this time, more than 1350 Zamboni® Ice Resurfacers have been manufactured for distribution throughout the world. Frank J. Zamboni & Co. is proud of this accomplishment and particularly that so many of the older machines dating back to the early 1950's are still in operation.

IS OUR ZAMBONI NEWSLETTER MAILING LIST ACCURATE? Please use the enclosed stamped, self-addressed post card to report any address or personnel changes. Thank you!

ZAMBONI®

FRANK J. ZAMBONI & CO., INC.
15714 Colorado Avenue
Paramount, California 90723 U.S.A.
Telephone: (213) 633-0751 ■ Telex 317787

FRANK J. ZAMBONI & CO., LTD.
Worthington Drive ■ P.O. Box 1388
Brantford, Ontario N3T 5W4
Telephone: (519) 759-0008 ■ Telex 061-81247

PRINTED IN U.S.A.