

CarStory

with Bill Sherk
The Old Car Detective



Ivor Pascoe's 1956 Monarch Hardtop

At age 14, Ivor Pascoe was working in a coal mine in his native Wales. Seeing a better life for himself in Canada, he crossed the ocean as a young man and never looked back.

In the 1930s, he drove trucks for the Dufferin Coal and Coke Co. in Toronto, back when 100-pound burlap bags of coal were carried by hand from the truck to private homes. During World War Two, he enlisted and served with the Royal Canadian Engineers' 18th Field Company, he participated in the early morning landing on D-Day, June 6, 1944, and he went with the Canadian Army through Holland and across the Rhine into Germany.

In 1945, Ivor was back in Toronto and working for Nash Haulage. By the 1950s, he was the foreman and had the use of a delivery car for taking architectural and industrial blueprints to and from the Norman Wade Company. By the mid-50s, his company car was a light blue 1956 Monarch two-door hardtop with whitewall tires, full wheel discs, headlight eyebrows, wraparound windshield, and lots of chrome.

Ivor was very proud of this car and he had his photo taken with it in front of the family home at 67 Kirknewton Road in July 1957.

The Monarch was available only in Canada, being

the Canadian version of the Mercury. The Monarch was first introduced by Ford of Canada in 1946 to cash in on the pent-up demand for new cars at the end of the war (no new cars for civilian use had been built since February 1942). The name "Monarch" was chosen because of the close ties forged between Canada and Britain during the war.

Ivor's 1956 Monarch was the 10th anniversary model (although not designated as such) and might still be around today had it not been totally demolished in an accident on Roehampton Ave. in Toronto by another driver on delivery.

There was a world of difference between the 1946

Monarch and the '56. The '46 Monarch was powered by Henry Ford's legendary flathead V-8 (first introduced in 1932) and the transmission was a three-speed manual with the gearshift mounted on the steering column. By 1956, a new Monarch had a powerful overhead-valve V-8 engine under the hood with an automatic transmission. The '46 Monarch rode on transverse "buggy-style" leaf springs front and rear whereas by 1956, Monarch had independent front sus-

pension and parallel leaf springs in the rear.

And choice of colours and body styles had greatly increased over those ten years. Ivor's '56 was light blue but most '46 Monarchs were black or dark blue or maroon. No two-door or four-door hardtops were available in 1946, but this body style was very popular by 1956. If Rip Van Winkle had fallen asleep in 1946 and re-awakened 10 years later, his first comment would be: "Wow! Have the cars ever changed!"

Do you have any photos of old cars to share with our readers? Email bill@carstory.com or write to Bill Sherk, P.O. Box 10012, Leamington, ON, N8H 2C3.

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Novice A Drs Hager/Kniaziew

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The Ravens started out with a couple of first period

goals to secure a 2-0 lead. The first goal came off of a rebound and Carly Davidson was right there going to the

net and potting an easy tap-in goal. Assists went to Dylan Kimmerly and Jake Watters. The second goal was a beauty breakaway pass from Johnny Chittle to Watters who had nothing left to do but put it by the Rams goalie.

Each team exchanged goals in the second period as Essex began to explore dif-

ferent positions for their players. Watters scored another goal as Josh Amyotte filled a forward position. The score was 3-1 Essex at the end of the second period.

The third period found many Essex players in opposite positions to their norm. Forwards were playing defence and defence was

playing forward. This was fun to try and we ended up scoring two more goals before the game ended. Brady Rickeard scored on a nice feed from Josh Amyotte, and Nash Prieur scored an amazingly slow goal after fanning on his shot; it barely had enough steam to cross the line. The pass from Carly was harder

than the actual shot. In any event the final score was 5-2 and all players enjoyed the fun.

We are back to play-offs next week and will be in regular positions to take dead aim at Amherstburg, Southpoint and Chatham. This is where we prove that we are a team to be reckoned with.



Essex Minor Hockey Association

NOTICE:

2007/2008 REGISTRATION

Saturday March 31st, 2007
8 am - 4 pm at Essex Arena

Payment by cash or cheque

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Payment must be made in full at time of registration

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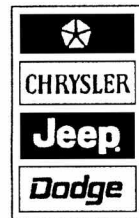
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