

“The Headliner”

Newsletter of the Northern Ohio Regional Group #20 Early Ford V-8 Club of America



Volume 25 Number 9

September 2018

Mission Statement: “To preserve and authentically maintain vehicles manufactured by the Ford Motor Company for the model years 1932 through 1953 inclusive, and to serve as an accurate and technical source of information concerning these automobiles for the benefit of its members as well as the general public.”

Wow! What a fantastic job on preparing and coordinating the V8 Ohio Tour. Jack and Sharon pulled another beautiful weekend out of their hat. Everything went on schedule and not a single glitch. I lived in Cleveland at lot of my life, but never took the opportunity to do the things we did. Thank you Jack and Sharon. A little icing on the cake came with a day outing at the Crawford Museum and a lunch at Guarino’s Italian restaurant.



Learning all about insuring our classic car and finding an honest and reliable Insurance Company is a most valuable asset. Mr. Donald Shury is a well documented appraiser and gave our Group a lot of insight on the value of our prized V8s at our last meeting.

I was unable to attend the Regina Car show and gathering. I believe a good time was had for all who attended.

HARPING: I have been noticing our monthly meeting attendance has been a little thin. I'm aware that we have 99 members and our attendees are averaging 25 members. Every one of us is a valuable asset to our great Regional Group and we need those assets to keep us rolling. We do need active members that are willing to help us to be the best of the best. Giving back is such a beautiful and gratifying thing. There are a few things that need to be done to keep the wheels turning. One is a way to make more people aware of who we are and what we do. A discussion for the next meeting. Also we need suggestions and does for a fund raiser. Yes, we are a car club, but we also are a service club. We still can have fun things to do and hope the weather goes along with the program. How about a day trip somewhere?

Keep in your mind and prayers for two of our deceased members Marie Royer and Shirley Jones. They will truly be missed. Also try to send a card or call our shut ins.

Also remember to support our generous sponsors on the back page.

. ENJoy ur V8 B4 it's 2late

Jeep



September Program

Our September Program will feature .Mr. Douglas Seybold noted car collector and owner of a first class restoration shop. Mr. Seybold is noted for his collection of pre-war Buicks.

Officers & Board 2017

President: Jeep Iacobucci
Vice President: Frank Posar
Secretary: Virginia Herrmann
Treasurer: Dan & Diane Francis

Directors

Jack Bukszar
Rich Jandrey
Steve Kronen
Beth Schilling

**All Meetings are held at
Stow Community Center
3800 Graham Road
Stow, OH**

“Kick Tires”: 7:00
Meeting Begins: 7:30
Ends: 10:00 or Sooner

Website:

www.norgov8club.org

Editor

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MINUTES FOR MEETING OF AUGUST 17, 2018

The meeting was called to order at 7:40pm by President, Jeep Iacobucci. The membership was asked to introduce themselves and the car they own. Jeep thanked Ginnie Herrmann for the cookies and the coffee for the evening.

Rich Jandrey introduced Donald Shury, owner of Classical Car Appraisals. In the mid 50's and 60's he rebuilt salvage Corvettes and got involved with an insurance company to appraise cars. By the late 60's got quite involved and started with individual appraisals. When he appraised a car he asked the owner what they want out of the car. If feasible he will write up however, appraisals are a good thing when and if needed. People often insure for more than what the car is worth. If selling a car it must be what is advertised or can possibly be sued. Appraisers can also do inspections for an owner. Appraisals get pretty sticky for widows and divorcees. When insuring an antique car, it is recommended to insure thru an antique car collector insurance company. Haggerty is a good company but is a marketing company and the insurance has underwriters. Another item to remember is to carry liability as you would a modern car and always look for an A+ rating. Car Fax and Auto Check are both good companies for references.

Secretary, Ginnie Herrmann read the minutes from the May and July meetings. A correction was made on the May minutes that Beth Schilling was also on the Anniversary Committee. The minutes were approved by Steve Kronen and seconded by Pat Rooney.

There was no Treasurer's report due to our Treasurer's going on a little vacation. The Treasurer's report was approved by Rich Jandrey and seconded by Neal Garland.

The V-8 club purchased two bricks in honor of Shirley Jones and Marie Royer.

A suggestion was made to attend a trade school and bring an antique car to have the students see a flat head and its operation.

Craig and Annette Gorris were absent but Craig reports we have an active club with 99 members. Annette reports that everything is scheduled for the Christmas party and the newsletter is running good.

There was a discussion on the National meet and those in attendance had a good time.

Neal spoke about Collette's picnic and how many people turned out for this annual event.

Jack Bukszar said the Cleveland tour was well attended and sent a picture to the Chicago group to show them what they missed. There was a full day on Saturday and 17 couples stayed at the hotel. Jeep thanked Jack for a well planned enjoyable event

Steve Kronen, our Historian showed the membership pictures of the 1992 Wooster Car show.

Rags Stallard had 4-15" hub caps for sale of which Steve purchased. The trip to Skyway was cancelled due to rain but scheduled for August 19th. Meet at the Days Inn on Route 21. Then will continue onto DM's Garage for a tour. In the V-8 times Michael Driskell, 2018 National President wrote a letter of the many issues that have occurred. Please read the letter in the July/August magazine for all the details.

Cards were passed out to the membership. These cards are for people to join or who would like more information on the club.

Jack Bukszar spoke about a tour to the Crawford Museum. This is a private tour scheduled for August the 25th and to meet at University Circle at 10am. Will be leaving approximately 12-12:30 to go to lunch.

The Regina Car show is scheduled for August the 22nd.

Jeep gave Earl Peters a plaque for long distance travels and his updates on the current AACA events and meets. Jeep also gave Sharon and Jack Bukszar a plaque for their continued efforts for everything they do.

Continued on page 3

Jeep presented some bad news to the club in reference to our upcoming Swap Meet. Ford Dealership; Auto Nation is under new management and the group didn't want to commit with this swap meet due to insurance reasons. They suggested to contact them next year and it may possibly work out. So, Jeep said the club needs to think about something to do for a money maker. Some suggestions were mentioned and Jeep wanted everyone to think about this and to bring your ideas to the September meeting for more discussion.

Ron Mihalek had open heart surgery and he is on the mend. The meeting was adjourned at 9:00pm.

Respectfully Submitted by,
Virginia Herrmann, Secretary

LUNCH OUTING FOR SEPTEMBER

Thanks to the efforts of Jack and Sharon Bukszar, for our August outing we enjoyed a very interesting tour of the Crawford Auto and Aviation Museum and Playhouse Square in Cleveland, followed by lunch at Guarino's, one of Cleveland's oldest Italian restaurants located--where else?--in the heart of Cleveland's Little Italy. Nobody went away hungry.

For our September lunch outing we will visit Mavis Winkle's Irish Pub, located at 8870 Darrow Road in Twinsburg, Ohio 44087. Their phone number is 330-405-3663. The restaurant is situated in the Twinsburg Town Center shopping area that is just north of where Darrow Road goes under Interstate 480. The restaurant can't be seen from Darrow Road, so enter the Twinsburg Town Center at the first traffic light north of I-480 and head for the far left corner of the shopping area. Plan to meet there at 11:30 a.m. on Thursday, September 27. Even though it is an Irish pub, I think you will still be admitted even if you are not wearing something green. Just bring your appetite and lots of stories about your car. See you there!



Neal Garland
Activities Chairperson

SAVE the DATE:

**NORG Christmas Dinner Party and Installation of Officers
December 2, 2018**

**Sleepy Hollow Golf Club, Route 21 Brecksville, OH
Dinner Reservations will be required no later than November 15.**

**1:00 p.m. Cash Bar and Appetizers
1:30 p.m. Buffet Dinner / Prime Rib and Lemon Pepper Cod
3:30 p.m. Installation of Officers
Detailed information will be in the October Headliner**



2018 Activities At A Glance



- **Friday, September 21st 7:30 PM** Monthly Club Meeting, Stow City Center
- **Thursday, September 27th 11:30** NORG Luncheon, Mavis Winkles Pub, Twinsburg ***See page 3 for more Information***
- **Friday ~ Sunday October 19th ~ 21st** “Rambling Around Lorain County”~ ***See page 7 for more Information***
- **Friday, October 19th 7:30 PM** Monthly Club Meeting, Stow City Center
- **Sunday, December 2nd** NORG Christmas Party ***See page 3 for more Information***

For Sale

Set of four Bridgestone Blizzak Tires. Size 205/50 R17 93H. Good tread. \$50 or best offer for the set. I need to clean out my garage. **Neal Garland. 330-666-5979.**

Set of four Cooker Ford Script white wall tires with tubes. Size 600:16. Decent tread for city driving. \$30.00 for all four. **Craig Gorris 216-215-7266**

1940 Ford Business Coupe, Condition: Driver, former Benny Bootle car, Black, with leather interior, skirts, dual carburetors, high compression heads, dual exhaust, radio, heater.

\$32,500

1936 Ford Roadster, Condition: Driver, Maroon, with 1940 Ford skirts, high compression heads, dual exhausts, brake energizers, side curtains.

\$47,500

Bill O'Donnell, West Friendship, MD 410-489-9421

Rick Jandrey's 49 Ford F1 Pickup and Charlie Jandik's 1939 Plymouth Convertible were each selected as one of the best of ten cars at the Regina Car Show. Charlie purchased the car in 1953 after returning from Army (airborne) sold later and re-purchased 2 years ago in Kansas



NORG Cookie Bakers



September Meeting	Barb Rooney
October Meeting	Judy Brehm
November Meeting	Sharon Bukszar

STORY OF HENRY by *Dennis White*

In Henry Ford's 83 years the world went from the horse and buggy to the microwave oven, Cold war and Polaroid instant camera. He was alive when Abraham Lincoln was assassinated and when Bill Clinton and George Bush were born. He would have read Huck Finn as an adult (well, he probably wouldn't have but that's another story) and The Jungle Book to his son Edsel (ditto), and could have watched Natalie Wood in a movie. And from the time he was a teenager, Ford was a part of all that change.

As an adolescent, Ford carved out a little machine shop on his family farm in Dearbornville- now Dearborn Michigan, which would have been completely muscle-powered at the time. By 1878, at the age of 15, he'd built his own steam engine and was soon apprenticed in Detroit's machine shops, working his way up to Chief Engineer at the

(Thomas) Edison Illuminating Company of Detroit at the age of 30. Long before then, however, he'd started making cars, more or less.

With his wife Clara feeding in gas, Ford's first little "kitchen sink" engine ran in the family kitchen in late 1893. Three years later, he had a larger version of the engine, powering a bicycle-wheeled quadricycle. With its founder's urging, he resigned from Edison in 1899 to start the Detroit Automobile Company (which would eventually become Cadillac). He went into bankruptcy 18 months later, then started building race cars and won a race with Barney Oldfield driving. He then organized the Ford Motor Company in June 1903.

By July 1903, Ford Motor Company was also near bankruptcy, but this time they sold an 8hp Model A for \$850, along with taking deposits on two others. Three cars a month was enough to stay afloat and they opened their Piquette Ave factory in 1904. Two years later, the four cylinder 15hp Model N was the best-selling car in America. The Model T debuted in 1908.

The drive that moved Henry Ford came at a cost. He did not care to be upstaged by employees and had



what many called a dictatorial streak, especially as the 1920's and 30's went on, micromanaging every aspect of the company including, at times, his employees private lives. He gradually surrounded himself with shady cronies and yes men, driving away some of the most talented people in Detroit. Some have said that his son Edsel, Ford Company President from 1919 until his death in 1943, was bullied to death by his father. Henry was certainly harshly and frequently critical of Edsel in public.

Ford was also a strange mix of pacifist and fascist. He attempted to hand out peace flyers with every Model T and during World War 1, launched (literally) a series of Peace Expeditions to neutral European countries to try to end the war. Much international ridicule ensued, along with multi-

ple obstacles related to sailing around Europe during the Great War. Immediately after, he began a dark persecution of Jewish people and Nazi sympathizing, which included buying a Dearborn newspaper and running a widely cited, crackpot, 91 part Jewish conspiracy series. Publishing the articles as a four volume book and distributing it to



his dealers (along with his newspaper). According to the New York Times, Ford was amongst Adolf Hitler's first foreign backers. It won him one admirer. In 1938, Ford received the German Third Reich's Grand Cross of the German Eagle from Hitler, who kept Ford's picture on his Munich office wall. There is no question that his stature-people were talking about a Henry Ford presidential run in the twenties- greatly contributed to the rise of American anti-Semitism.

In the early years, Ford's domineering industrial vision worked-he really was as smart as he thought and with a huge head start, he had the freedom to do things his way. But as competition mounted and the Model T became increasingly outdated, he was slow to adapt and quickly lost ground to General Motors. In fact, when he finally found the need to end Model T production in 1927- the same year as television was invented- production had to switch completely from their Highland Park factory to River Rouge. There were literally no facilities for making anything other than the Model T.

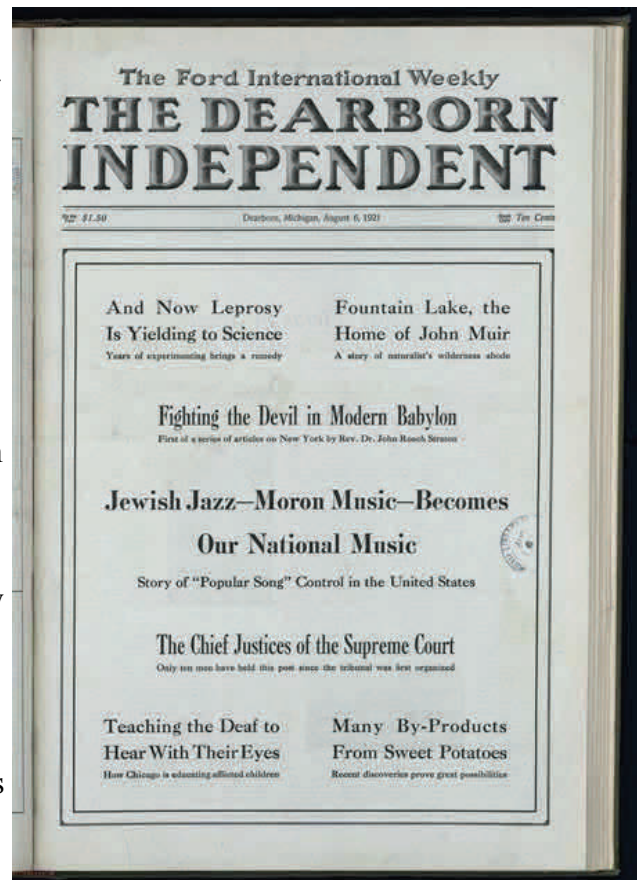
Despite the new Model A, accessible 1932 V-8, Ford's enduring popularity and success, General Motors took a large share of Ford's market, and remained the top seller for many years. Ford returned to the company presidency briefly after Edsel's death, before nominating his grandson Henry II to the position and finally retiring in 1945.

Henry Ford, for all his failings, was remembered and beloved for his successes. In 1946, over 50,000 people attended his 83rd birthday celebration at Ford Field, the year before his death. He was equally reviled as he fought unions mercilessly, but also instituted a generous eight-hour day and a \$5 daily wage. He broke the Selden Patent on automobiles and established the Ford Foundation, which still gives away over \$600 million in grants every year. He was close friends and partners with Edison and spent \$1.5 million on electric cars, only to throw it all away when a deal with Edison for Model T batteries fell apart.

Few people since the Founding Fathers have changed the country like Henry Ford, and the very physical landscape of modern America is in a large part, his doing. As a man, he was flawed and human as any of us, as a visionary, he was truly a force of nature.

Dennis White

Our thanks to Dennis White from the Hi Country Regional Group No 28 of the Early Ford V8 Club of America for his article which was published in their magazine.-





RAMBLIN' ROUND LORAIN COUNTY

October 19, 20 & 21, 2018

Come join Commodore Perry members on a ramblin' tour of Lorain County. Some of the stops we are working on are:

Moe's Cider Mill in Vermilion where you will see a 100 year old press in action. Also enjoy apple cider donuts.

Speigelberg Restoration & Service - Lou will show you his restoration on old tractors and farm equipment.

Petroleum Collection - Gas globe collection

Our Little World Alpacas - These are the cutest animals!

Learn more about their care and personalities. The owners said there may be some young ones too! They also have a very nice gift shop.

Hotel: Homewood Suites by Hilton **Reservation deadline: 10-1-18**
4930 Transportation Drive
Sheffield Village, OH

Phone: (440) 695-0735 - Mention Commodore Perry for special rates - \$94.00 and \$109.00 plus tax - **Includes breakfast**

*For more information, call Earl Peters at
330-988-3237 or 419-447-3207*

Early V-8 Locks and Keys

by Jim Crawford

Several years ago I found myself with a pair of '36 Coupes of reasonable value and one day it struck me that there I was with a treasure and I couldn't even lock it up. Now, my modern cars, my house, and securities, I wouldn't dream of not keeping locked, particularly since we once had an apartment burglarized and you know what an excellent teacher experience is. So I promptly ordered a door lock from one of the V-8 specialty suppliers and was promptly disappointed to get a later model, non-original type. Although it might have been functional, I couldn't live like that.

Before long I began to realize that finding correct NOS or mint locks and keys was quite difficult because the main sources of parts just did not have any. Or what they did have, they were unable to identify. The reason for this is not totally clear, but seems to be because most were not tagged with part numbers but were boxed (which didn't last long) and parts books were not always good about detailing lock cylinders themselves, only listing "assembly" numbers in many cases. In addition, Ford dealers seem to have done little if any lock repair themselves, working through a local locksmith in many cases. (Old locksmiths have been my best source of information.) I found flea markets or swap meets the best for locating lock cylinders and keys. However, I had to know exactly what I was looking for, since the vendors provided little help, and usually I found locks somewhere in their miscellaneous piles.

After researching this subject for several years now, I thought other restorers might be interested in what I have learned.

Hurd made *all* of the original equipment locks for the '32-37 Fords and *most* locks for '38-48 as well. Sometime around '38 or '39 Briggs & Stratton started being used as original equipment along with Hurd. (Unfortunately not all old auto locks by Hurd and B & S are Ford, because they were also original equipment in G. M. products. These used different styles, codes, and key blanks though.)

When B & S started making Ford locks they also began making "replacement" cylinders for earlier years (probably to confuse future restorers). All original equipment used good steel for the casings and nickel plated brass for the key blanks. The only exceptions were "war time" replacement parts which were unplated brass.

All cylinders carry a stamped code (usually on the side of the casing). Some older lock shops

usually have old code books and cutting wheels to cut blanks from the codes. The trick often is in getting an old lock cylinder out to find the code.

As for the locks themselves, to begin with let's divide '32-48 locks into two main categories, i. e. 1) Ignition and Door and 2) Trunk and Glove Box. The purpose for this division is that the keys and locks were matched in this manner. This is still the way cars are keyed today. A new Ford owner was given two sets of matched keys (usually on a leather key ring with Ford oval), one of each set for the ignition and door (ignition only for cars with no door locks, i. e. Roadsters and Phaetons), and the other to fit the trunk or rumble lid handle, spare tire cap or cover (through '36) and glove box lock (if factory installed). Often the glove box lock was installed by the dealer in '35 and '36 and it would be highly unlikely for the dealer to be able to match the factory key code for the trunk or spare tire if he installed the glove box lock.

Ignition lock cylinders were fairly simple for all years. The locks were identical between '32 and '35 as illustrated in fig. 1 (left). They served to lock the steering column and "on-off" switch as did the '36 as well. The characteristic feature of these is that they have a slightly rounded "face" and *two* 5/32" retaining pin holes. A 5/32" dia. retaining pin (fig. 1) was driven through the bottom of the lock housing into one of these holes to hold the cylinder.

The '37-48 ignition locks were all the same and are illustrated in fig. 1 (right). They are distinguished by a small stainless rim on the face and the word "HURD" written vertically on the right side of the key slot. Some of the Briggs & Stratton cylinders were flat with nothing written on the face. All of these cylinders have *one* 5/16" diameter hole in the casing and correspondingly, one retaining pin is used in the housing to secure the cylinder. It figures that the 1936 style would be different, and it is. It uses the 5/16" retaining pin like the '37-48 but it has a flat "face" with "HURD" written in logo script around the top half of the face (fig. 1, center). Some very late '36s may have used the '37 style however, and it follows that some early ones used the '32-35 type.

Replacing ignition locks can be tricky business. The best method is to drill out the retaining pin from the bottom of the housing. Use a 3/32" bit for the small pins and a 3/16" bit for the larger later cylinders. From the outside of the housing, you will need to drill in about 5/16". Once the pin is drilled

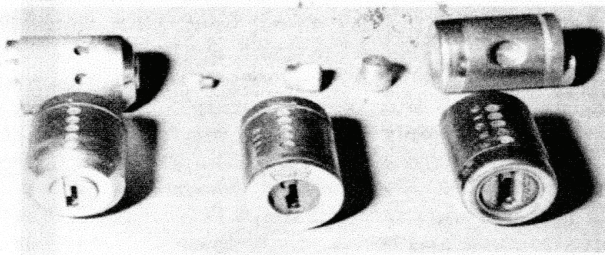


Fig. 1. Ignition lock cylinders and retaining pins. Left, '32-35 type. Center, '36 style (note "hurd" around top). Right, '37-48 style ("hurd" is on right side).

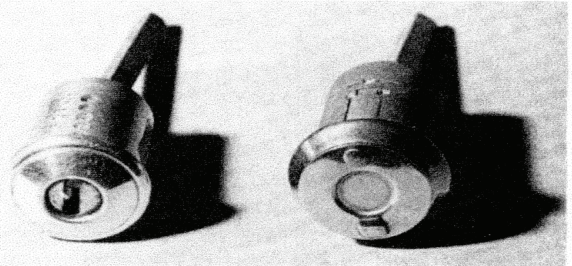


Fig. 2. Door lock cylinders. Left, '32-36; right, '37-48 (keyhole is covered).

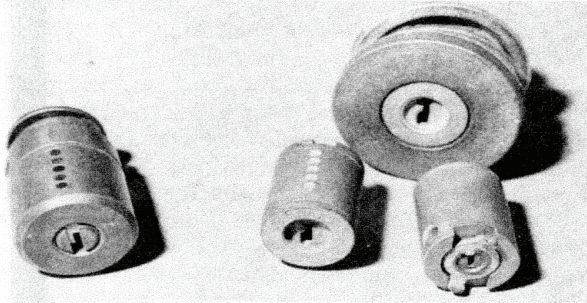


Fig. 3. Spare tire cylinders. Left, '32-35 style. Lower right, '36 (front and rear views). Upper right, '36 cylinder in barrel.

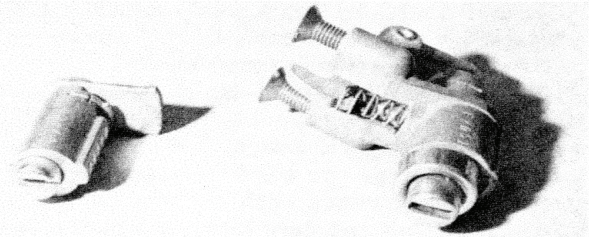


Fig. 4. Glove box cylinders. Left, '35-37 type. Right, '40 style. Note code numbers on side of casing.

out, then some penetrating oil and a few taps or prying with a small punch should free the old cylinder. After removing it, a key can be cut from the code number on the side, then you can clean and re-use it, since you should not have damaged the actual cylinder by removal (the pin is gone though). If you opt to replace it you either drive another pin in it (available from most V-8 parts specialists), or a practical idea is to tap the casing hole and use a hollow point hex set screw to hold the cylinder.

However, if your only reason for removing the ignition lock is to get the code number, don't overlook the possibility that on most old cars, the door lock was never changed and this carries the same code, but is far easier to remove.

Door locks are the next simplest, since one type was used from '32 to '36 and another fit '37 to '48 models. See figure 2. Note that the only significant difference is the key hole cover. This cover is sim-

ilar to later year types but has a small square raised spot in the lower portion of the cover. The other item to note is that the square post or "tail" on the end of the lock varies in length to compensate for the thickness of the door, and how far it must reach to the lock mechanism. A set screw in the side of the door holds these in and they are usually easy to remove.

Spare Tire locks were the same type from '32 to '35 (fig. 3) and are simple in design. 1936 models used a cylinder (fig. 3) in a barrel which served to hold on the entire spare tire cover. A set screw in the back of the '32-35 caps and the '36 barrel hold the cylinders in place. The '36 cylinder has a flat face with "HURD" written on it just like the '36 ignition lock.

Glove box locks are not very complicated, but their design changed almost every year. Some examples are shown in figure 4.

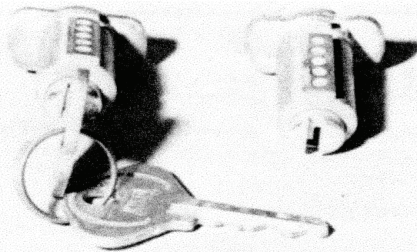


Fig. 5. '35-36 Touring Sedan trunk lock cylinders. Note similarity to '35-37 glove box cylinder (Fig. 4).

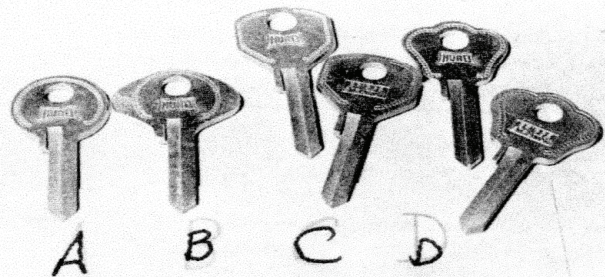


Fig. 6. Key blanks. Type A shows '32-36 door and ignition. B is '32-36 spare tire, trunk, deck lid, glove box. Style C pictures both Hurd and Briggs & Stratton key used on '37-48 door and ignition. D (Hurd and B&S) shows '37-48 glove box and trunk lid.

Trunk locks on the '35 and '36 Touring models are exactly like the same year glove box cylinders except for the "wing" on the back (fig. 5). These use a small spring-like ring to hold them in the assembly.

The locks which vary the most are the trunk and deck lid handle cylinders. For some reason, these are nearly impossible to remove without a key. Of course, if you had a key, you probably wouldn't need to get the lock put in in the first place. A frozen or keyless lock must usually be drilled out (make sure you have the correct replacement). This method varies for different model handles. Before trying to replace a lock in a good handle, it might be a good idea to disassemble or drill out one in a junk handle to get some experience first.

Unfortunately "picking" one of these old locks is a challenge for even the most skilled locksmith. Moreover, due to their design, it is practically impossible to change the tumblers and have them accept new key codes such as making an unmatched ignition and door lock set accept a common key. Some locks made after 1940 are capable of such changes, however (particularly the B&S types).

Keys fall into two major categories and are therefore easily identifiable. Figure 6 shows the four key shapes used on *all* '32 to '48 Fords. Shapes A and B are correct for all '32-36 models. Shape A

(round head) fit ignition and door, while shape B (oval head) was used for trunk or rumble lids and spare tire cap or cover, as well as accessories like glove box and trunks on Touring Sedans. These were all commonly keyed from the factory so each car would have only two keys. Shapes C and D are correct for all '37-48 models. Shape C (box head) fit ignition and door and shape D (scalloped head) fit glove box and trunk. Only shapes C and D are correct with *either* "Hurd" or "Briggs & Stratton" names. All these key blanks with either name have been out of manufacture for years and are becoming increasingly rare. Blanks which fit are readily available and are still made by several companies, even Hurd, but the correct head shapes are difficult to find since they are now obsolete.

The final point to consider when replacing locks is to be sure and fit the door locks so that the key will insert with the "cut side" *UP* when the cylinder is in the unlocked position. Many of the best restored cars I've seen lack some of this detailing.

All of the information in this article refers only to Ford cars made from the years '32 to '48 and I'm sure there may be some valid exceptions to these generalities. Most of this will also apply to trucks and commercial vehicles. The locks and keys for Mercurys and Lincolns were quite different, but that's a story for another day.

This article was written for the V8 Times by Jim Crawford back in 1975. Published in the April May Edition. I felt that it was information, still applicable to our cars today, and therefore worthy of a reprint in our local magazine. -ED.

Ladies Daisy Page

Ladies a suggestions was given to us by one of our members to have various ethnic recipes or favorite family recipes on the Daisy Page. Please consider sending your “Specialty Recipe” to share.

Plum Perfect Polish Fall Delicacies

Polish Plum Cake

Placek ze śliwkami



Ingredients:

- 2 cups of plums (sour cherries or berries)
- 9 oz. (250g) of butter
- 5 eggs
- 1 cup (250g) of granulated sugar
- 2 cups (250g) of flour
- 1 tsp. of baking powder
- Pinch of salt
- Powdered sugar (optional)

Directions:

Bring eggs and butter to room temperature. Wash plums and remove pits (if using large plums cut them into smaller pieces). Beat butter with sugar until fluffy. Separate the whites from yolks. Add yolks to the butter/sugar mixture one by one and beat until combined. Mix flour with baking powder and salt and gradually add to the mixture. Beat egg whites to a firm foam, and gently fold into batter until combined.

Preheat oven to 350°F (180°C). Line a 9x13in (22x33 cm) baking dish with parchment paper. Transfer mixture into a baking dish and spread fruit evenly on top (skin side down). Bake for 45-55 min. or until a toothpick inserted in the middle comes out dry (there may be a bit of moisture from the fruit).

Sprinkle with powdered sugar before serving and enjoy with a cup of good tea or coffee!



Plum Butter

Powidła śliwkowe

This recipe requires only two ingredients - plums and sugar, and can easily be increased. Polish powidła is used as a spread on bread, rolls, pancakes, but also in sauces, pastries and sometimes in the national dish of Poland – bigos (Hunter’s Stew).



Ingredients:

- 1 lb. plums (Italian or damson, washed, halved, and pitted)
- 1/2 to 1 cup sugar

Directions:

Place plums in a small saucepan. Bring to a boil, reduce heat, and simmer until plums completely break down and are tender, stirring with a wooden spoon. Add sugar to taste, and continue to cook and stir until butter is thick enough so when a spoonful is turned upside down, it doesn’t immediately drop back into the pan. If your fruit was sweet and ripe, you don’t need much sugar. Place hot powidła into hot sterilized jars, leaving 1/4” headspace. Cover with hot sterilized lids and rings. Process in a water bath for 10 minutes. Remove to counter and allow to cool before storing in a cool, dry, dark place. If you don’t process it, the butter can be kept refrigerated for up to three weeks or frozen for up to one year.

Plum Dumplings

Knedle ze śliwkami

Simple and old (1871) recipe by famous Polish cookbook author Lucyna Cwierzakiewiczowa.



Ingredients:

- 1 egg
- 1Tbsp. of milk
- ½ cup sifted flour
- 1.2 lb. of potatoes
- 12 plums
- Honey or sugar (optional)

Directions:

Cook, and drain potatoes, while still warm add milk, egg, mash well, and then add sifted flour. Knead dough until smooth, it should be moist and sticky. Wash plums, cut removing pits. Flatten a piece of dough on the palm of your hand, take the plum (with a little honey or sugar inside) and wrap it with dough shaping a ball. Gently transfer dumpling into boiling water, and cook for about 10 minutes. Gently remove from the pot, serve hot with buttered breadcrumbs*.

*Buttered breadcrumbs.

Melt butter in a small skillet over medium-low heat. As soon as the butter is melted and frothy, stir in breadcrumbs. Continue stirring until crumbs are evenly crisp and golden brown.

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The Headliner Deadline
 1st Day of each month. Please e-mail articles, tech tips, outings, adds, club news and pictures to:
 Annette Gorris
 annette.gorris@gmail.com

September 2018 Meeting
Friday, September 21st 7:30PM
Stow City Center

Happy September Birthday

- 05 Pat Rooney
- 05 Dave Nagy
- 07 Lou Ann Marx, Kathleen Nagy
- 10 Rich Jandrey
- 13 Steve Kronen, Denny Moore
- 16 Pat Hergenroeder, Ken Thomas
- 17

Happy Birthday