

Recipes

BLACKBERRY ZUCCHINI COFFEE CAKE WITH HONEY GLAZE

Adapted from [The Original Dish](#)

CAKE

1 ½ cups all-purpose flour
½ tsp baking soda
½ tsp baking powder
¼ tsp kosher salt
6 tbsp butter, softened
¾ cup granulated sugar
1 egg
¾ cup sour cream
1 tsp pure vanilla extract
6 oz grated zucchini
6 oz fresh blackberries, quartered

STREUSEL

1 cup brown sugar
½ cup granulated sugar
½ tsp kosher salt
2 sticks butter, melted
2 ½ cups all-purpose flour

GLAZE

2/3 cup powdered sugar
2 tbsp honey
1 tbsp water

Preheat the oven to 350F. In a bowl, sift together the flour, baking soda, baking powder, and salt. Set aside. In a stand mixer, cream the butter and sugar until light and fluffy using a paddle attachment.

Add the egg and mix until combined, scraping down the sides and bottom of the bowl if needed. Mix in the sour cream and vanilla extract. Gradually add the sifted flour mixture, mixing on low speed. Again, scrape the bowl if needed.

Wrap the zucchini in paper towels and ring out most of the water by squeezing it over a sink. You should be left with somewhat dry grated zucchini.

Remove the bowl from the stand mixer and fold in the zucchini and most of the blackberries (reserve about a 1/4 cup) by hand using a rubber spatula. Pour the batter into a greased, 9x2" cake pan.

In a bowl, mix together the brown sugar, granulated sugar, and salt for the streusel. Stir in the melted butter until incorporated. Add the flour and toss with a fork until combined. You should be left with large clumps of a somewhat "wet" streusel.

Top the cake with half the streusel. Scatter the remaining blackberries over top. Add the rest of the streusel. Bake for 35 minutes. Cover the pan with aluminum foil and bake for 8 minutes longer, or until just cooked through.

While the cake is baking, make the glaze by combining the powdered sugar, water, and honey in a small mixing bowl. Whisk until smooth and silky.

Remove the pan from the oven and let cool for 15 minutes. Run a butter knife along the edges to loosen the cake. Place a cutting board on top of the cake pan. Flip the cake out onto the cutting board, and then flip again onto another cutting board or plate so that it is upright.

Immediately drizzle the honey glaze over top while it's still warm. Cut the cake into slices and serve warm, at room temperature, or even chilled.



CSA News

July 11-17, 2022

Summer CSA Week 8

Volume 19, No. 20



Log in to your CSA account online to find a customized list, photos and descriptions for your share.

Farm Share Storage & Use Tips:

- **Berries (Blackberries & Raspberries):** Store in the fridge in a single layer on a shallow tray covered with a paper towel. Wash them just prior to use.
- **Cucumbers:** Put cucumbers in a sealed plastic bag in the crisper drawer of the refrigerator for up to a week. Keep them far away from tomatoes, apples and citrus, which accelerate their deterioration.
- **Leafy greens (lettuce mix, bok choy, tatsoi etc.):** Store in your fridge in perforated plastic bags.
- **New Potatoes:** New potatoes are freshly dug and not yet cured. These should be stored in the refrigerator in a paper or perforated plastic bag.
- **Tomatoes:** Do not refrigerate tomatoes; cold temperatures deplete their flavor and texture. If your tomatoes smell fragrant and yield slightly when squeezed, they are ready to use. If not, store them for a few days at room temperature out of the sun until they are ripe.
- **Zucchini/Summer Squash:** Store squash unwashed in a perforated plastic bag in the vegetable bin. They keep for about a week and a half.

Trucks

Farmers are said to be in the material handling business. We handle seeds, supplies, crops (three or four times sometimes), livestock, feed, equipment, you get the picture. Effectively and efficiently moving stuff around is the name of the game. A diversified operation like ours has all modes of conveyance employed at the same time, being fresh produce growers. Trucks are the backbone of an economy of scale, so we have several, with no two alike, although sometimes interchangeable.

John has his everyday truck fully outfitted with tools and he can tell you exactly where any one of them are always, because they are in the exact same place. A good mechanic limits tool hunting time. Then there's the various temporary electric fence parts, pieces of equipment awaiting parts for repair, kid stuff, buckets of stuff, bags of seeds, no telling what all on any given day. A four door, long-bed with multiple toolboxes and a gooseneck hitch that is rugged enough to go anywhere in bad weather including loading cattle down behind the barn in the rain, but nice enough to drop kids off at school, is imperative.

Our harvest teams have their picking vans, which are built on truck bodies. None of the vans are four-wheel drive, so they must be careful in wet weather out in the fields. The vans are a good size to harvest your collective CSA orders each day and keep the produce out of the sun. The old blue Dodge that farm friend Sarah gave us a deal on before she moved to Texas is considered part of the picking crew trucks, often moving insect netting or frost blankets or tomato twine or big bins of produce. It needed a clutch soon after we got it and ten years on, it still does but serves the purpose well as is.

You have probably seen one of the two “fancy” delivery vans delivering CSA shares. We also use them at the farmers market. While they complete the transfer of fresh produce to you, and are not technically a truck, they are important none the less.

A mostly orange 1977 low-gearred, Chevy truck that Cecil bought brand spanking new has been reincarnated several times over the centuries. It doesn't hit the highways these days but fills a purpose on the farm. It still has the wood flatbed put on in the 90s and now is outfitted with all things irrigation and weed eating. Cecil has his Nissan truck for running about, but often drives Kay's 4 door Explorer with the truck bed most of the time.

John kept his older tan 1-ton pulling truck for bigger loads of cattle, supplies that need to be loaded on a flatbed, when he got his new kid-friendly everyday truck. There's also his S10 runabout that is shared between team members working in the flowers and the intensive greens beds. Hauling buckets of flowers to the cooler, moving insect netting from field to field, taking transplant trays to the fields, again, it seems we are in the material handling business.

I bought my 1995 red 1-ton Ford flatbed several years back as a supplement to my bronze '01 Dodge Cummins diesel. For years, my Dodge was the primary truck for the weekend farmers markets and my twice monthly trips taking poultry to the processor. I put a new clutch, master cylinder and all new brakes line in my Ford, and it's one of my favorites on the farm these days.

Ann purchased a new tan Ford F-150 with sleek matching topper back in '07 for handling small deliveries, setting up at a weekday farmers market, picking up supplies, and we even delivered CSA shares in it. More recently it's moved to farm truck mode, used for moving plants, fencing, and renovation projects, errands, and just handy to have around.

If this wasn't enough, three years ago I bought a blue '84 fleet side Chevy Silverado 350. The high school kid that worked farmers market with us one summer got it as a hand me down from his grandfather who bought it new. The young man was not impressed with it and named his price. Sold. When I started it up in downtown Lexington for a test drive, a huge plume of blue smoke fully engulfed a couple of ladies dining at the sidewalk café. I apologized profusely before I drove off, knowing it needed an expensive ring job. Once I got it back from the shop, it made a great all-purpose farm truck, and I don't have to worry about scratching the paint.

It seems like we have all the bases covered to handle anything and everything we need to daily. A fleet should be upgraded on a regular basis to maintain dependability, and I agree with the concept. I have bought several new trucks over the years. However, two years into a global pandemic new truck prices are way north of \$50k, maybe more like \$70k to meet my needs. Also, new trucks require a certified mechanic with a computer to identify the issues. When I get the hood of our old trucks open, there is enough daylight around the engine to find the part that needs fixing. I am okay with this for now.

Come to think of it, as I'm not pulling a trailer to the weekend farmers markets any longer, my red truck should do me just fine. I think I should let somebody else have the privilege of owning a clean 2001 Dodge 2500 Cummins Diesel extra cab, long bed, goose-neck ready, trailer hitch ready truck with a couple hundred thousand miles still left on it. Let me know if you are interested. I expect that we can make do with all the other farm truck classics around here. - Mac