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Checkers menu dessert

Credit: Yunhee Kim Go Ahead, spoil them! Valentine's Day is the perfect time to treat your children to an extra special morning meal. Credit: Yunhee Kim Grease 3-qt. rectangular or oval baking tray with 1 teaspoon. Cut one 12- to 14-oz. loaf of challah (or brioche or French bread) on 1. pieces (about 9 cups). Place half of the bread cubes in the prepared pan and top with 2/3 cup frozen blueberries and 2 oz . cream cheese, cut into 1/2-in. Cube. Top w and th remaining bread, another 2/3 cup frozen blueberries and another 2 oz. cubes of cream cheese. In a large bowl together, whisk 8 eggs, 1 1/2 cups of milk, 3/4 cup half-and-half, 1/3 cup granulated sugar, 1/2 teaspoon of ground cinnamon and 1/2 teaspoon of salt. Pour the egg mixture over the bread and berries. Cover and refrigerate from 3 o'clock until night. Preheat the oven to 350°F. Bake for 50 to 55 minutes or until the knife inserted near the centre comes out clean. Leave to stand for 15 minutes. Sprinkle with icing sugar before serving. NUTRITION PER SERVING (10 servings) 262 calories; 11g protein; 12g fat (6g hour. fat); 29g carbohydrates; 2g fibre; 14g sugar; 1mg iron; 99mg calcium; 386mg sodium. Recipe Suzy Scherr Commercial For commercial: Yunhee Kim The center of this custard pancake will inflate as it is baked, then fall when you remove it from the oven. Healthy breakfast commercial or decadent dessert? Let the children decide. Credit: Yunhee Kim Super is easy to prepare super tasty (and wholemeal) strawberry milk for your children. Advertisement Use leftover whipped cream on pie, pudding or pancakes. Yum. Credit: Yunhee Kim Under whipped cream is actually a healthy smoothie. We won't say if you don't know it.) Credit: Yunhee Kim You can make these the night before. Just wrap tightly in plastic wrap and freeze. Ad Do you want more options from the Windows Start menu? Despite its name, Start Menu 7 works with Windows 2000, 2003, XP and Vista, not just Windows 7 - and for power users, it's a useful upgrade to any of them. Replaces the start menu with a new one that gives you faster access to files, programs, and folders. When the Start 7 menu starts, click the Start button and you'll see the program. Displays a large, semi-budgeted flyby menu sorted by category, and then within each category by subcategories. This way, you can quickly get to the program, document, or resource that you want. There are also more, including quick access to power management and the ability to resize menus. Start Menu 7 will not be to everyone's taste. It's far more cluttered than the usual Start menu, so those who prefer simple interfaces won't be satisfied. But if you're looking for an alternative to the Start menu, it's worth a try.--Preston Gralla Note: When you buy something after clicking links in our articles, we can earn a small commission. Read our affiliate link policy for more details. Spruce Eats uses cookies to provide you with a large user Using The Spruce Eats, you accept our use of cookies. URL of this page: menu planning is the process of organizing meals ahead of time. The main course and sides are determined in advance, and menus can be planned for a week or month. Menu planning can save money on grocery bills, since predetermined meals reduce impulsive consumption in the supermarket. Planning a meal ahead of time can also be a time-saving one, as it eliminates the need to go to the store for missing ingredients. Depending on the type of menus that are planned, meals can increase the family consumption of fruits and vegetables. Coupons or sales flyers from stores can serve as useful menu planning aids, since families can arrange their meals around items that are on sale for the week. Desserts can be sweet, salty, warm or cold. Read about how to make a warm pie or try your hand at creating your own ice cream. Learn how to prepare a delicious sweet treat that will surely be to please the palate. Before the 1973 Mazda RX-2. It's the wrong shade of blue, says the company's former editor-in-chief Car and Driver, laying eyes on Mazda for the first time in 30 years. Sherman was hired by Car and Driver in 1971. Now technical editor at Ann Arbor's younger car magazine, circling the Mazda as it rolls around, memories coming in a Gatling gun cracking as the morning sun shines over firebird International Raceway south of Phoenix. The gauges have been changed. The logo on the windshield doesn't look good. Sherman points to curious C/D insignia on the headlights. The art department designed the jet car. They were focused on the C/D rotor logo. We had a similar logo in a big meatball on our Dodge tow truck, he says, and everyone hated it. Nearby is a 1972 Ford Pinto. His memory is trumps, except for a cover shot of a magazine from July 1973 - it shows Mazda's nose and Sherman in a driving suit. Both of these cars appeared in the car and the driver only in black and white. As the shadows shorten in the Firebird, Patrick Bedard arrives. He came without a helmet or Nomex and no intention of sitting in these car and even less to drive them. Our longtime editor on the loose -- Bedard's first day in C/D was in 1967. In addition, he enjoys nostalgia as much as speed cameras and gun control advocates. Asked for one sentence about why he won't even sit in cars, he replies: I'll give you one line, and it applies to life. You can't go back. And that's why Bedard, the logical choice to write this story, is not. This is a story Bedard doesn't write. MORGAN SEGAL Mazda wakes up first, a little sleuthed. coughs, catches, dies, and then catches again. The accelerator pedal requires constant handling to keep the engine running. A sheet glued to the dash recommends a five-minute warm-up before the paths are edicted on the red line of 9000 rpm. A gas mask would be nice, because fatty premix fuel burns blue and harmful. Ear plugs are mandatory; The auditory bedlam of the rotary body is penetrating. Braaaaaap! Braaaaaap! BRAAP, BRAAP! BRAAP, BRAAP! In addition to the svelte, Alpha-like Mazda, the bulbous Pinto looks like a crab just plucked from a tidal pool. Starting easily, his 2.3-litre single-overhead-cam four-shooter manages to knead a lumpy NASCAR riff through a single side tube. HaARUMPRUMPRUMPRUMPRUMP! MORGAN SEGAL After Pinto was lowered and stiff and set by suspension, this 1970s gas line traffic light and the death of entertainment became a combat weapon. She suffered flat tires, hidden sump and a power deficit - I always felt like a real donkey, Bedard wrote in March 1975 - but the controls were light and direct, and they were cornered like on hockey skates. In only his second race, Pinto won at Charlotte Motor Speedway in a series of challenges in 1974. On the track, years ago, briefly, this Pinto was a giant killer, or at least a BMW and a Gremlin killer. For Bedard, a number of race car projects, including these two, were an important springboard. In less than 10 years, he's been led from driving school students to start networks in Le Mans and the Indianapolis 500, a feat almost as unthinkable as today. After stories about the car and driver project have been written and pages printed, cars are usually sold or scraped or otherwise churned in the wake of magazines and will never be seen again. Until recently, none of the staff (or retired from it) had seen Pinto since late 1974, when the editor-in-chief ordered the sale of all race cars. Shortly afterwards, thieves cut a hole in the roof of a New York city garage and stripped the store of valuables. It was extinguished until 1976. But one came back quite unexpectedly, leading to this day in Phoenix. It started as a phone call to Sherman in 2005. As Leier explained to Sherman, Pinto ran a handful of races in 1975 and was then parked for 30 years, eventually landing in a rented garage in Leesburg, Virginia. MORGAN SEGAL As the shadows stretch again, more anecdotes emerge from the magazine's past: skipping winos to slip through the door of the Park Avenue office; and jumping through the door of the Park Avenue office. wandering around in a Long Island garage on slow afternoons. It was a tacky, dirty, angry city, but I thought it was really exciting, bedard says.Asked if all the race cars had blown the money and two terrible crashes in Indy in 1983 and '84 I wanted it to be us. While the RX-2 was Pinto was hiding, the scenery in The Car and the driver moved. The editorial board moved in 1978 from New York to the considerably sleepier Ann Arbor in Michigan. The car and driver were sold to new publishers, and every face on staff except Bedard's eventually changed. What hasn't changed is the impulse to build a casual project car and pull the story back from the brink, even if it's the brink of madness. Bedard wants to leave the track as cars are photographed in a sumptuous, fainting light. Suddenly, a small crack opens up in his so far impregnable wall of indifference. You know, he says, looking at Mazda, it bothers me to see her in that shade of blue. This content is created and maintained by a third party and is imported to this page to help users order their e-mail addresses. You may be able to find more information about this and similar content in piano.io piano.io

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