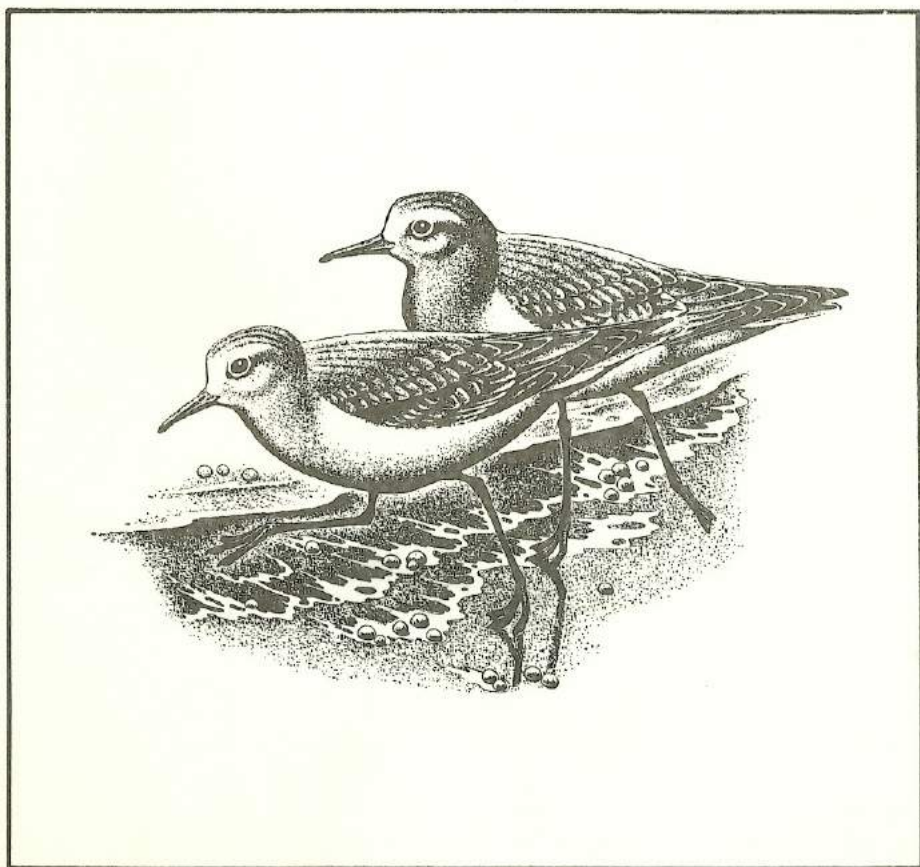




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VOLUME 18 NUMBER 7

JULY 1975



CHOLLA CHATTER

Official Publication
of the
CHOLLA BAY SPORTSMAN'S CLUB, INC.

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Goettl Hall — 8:00 P.M.
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Moose Hall — 7:30 p.m.
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2555 Boat to Shore
2738 Intership
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Conversation 11
Conversation 22

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A letter from across the border

Firecrackers and artificial fireworks are asked to be handled as the Company instructed a year ago: they may be exploded outside of the town limits or at least 300 ft. away from any existing building. This, actually, leaves a very small margin for anyone, therefore, they must be handled by the waterfront NOT INSIDE OF THE TOWN LIMITS.

Many break-ins and mishaps are being reported to Mr. Brown's office at a very distant date from which they occur or are discovered. PLEASE let us know immediately, upon request of the Puerto Penasco Police Department, since they are willing to fully cooperate on this matter.

There has been for a long time a MESSAGE MAILBOX outside of Mr. Brown's office. Anyone with suggestions, complaints, comments, and, of course, compliments, are always welcome.

Police surveillance is around the clock, and all those noisy vehicles and motorcycles circulating around town shall be stopped in the near future. Please don't make it hard on the office personnel and on yourselves and observe the rules and regulations on this matter. Remember, Choya Bay is intended to be a rest and relaxation place, let's keep it as such.

The Mexican Government is finally giving a serious thought on the present harassment on tourists to obtain visas or tourist permits. According to recent news published on Mexican Newspapers (Hermosillo), the implementation of a system through which a tourist may visit Puerto Penasco without any further requirements is presently being worked out. It is hoped that by the end of the present year the problem may be completely solved.

Anyone who has not yet signed the extension of their contract up to Dec. 31, 1975 is asked to please contact Mr. Ramon Carbajal at Choya — IMMEDIATELY.

And anyone who is delinquent in rentals should remit IMMEDIATELY. If you are not sure, contact Mr. Carbajal.

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DON BARBER - BOB BOS

The Coast Guard has verified the importance of lifesaving devices in pleasure boats through its recently completed study of last year's boating accidents. Of the 1057 boatmen who drowned, 1034 had no lifesaving devices of any kind - that means no life preserver, no buoyant vest, no ring buoy or buoyant cushion.

The Coast Guard considers a life jacket for each person aboard a boat to be the most important item of emergency equipment. They must be immediately available for use. They should be worn at all times by non-swimmers and by all hands whenever dangerous conditions are met.

Life jackets should be of a Coast Guard approved type, for these will turn even an unconscious person right side up and float him with his face out of the water.

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preserver and a buoyant vest? The simplest answer is buoyancy. While either may be designed to wear like a horse collar, only "preservers" also come in designs worn like a jacket. "Preservers" manufactured since 1949 have been Indian orange in color. Most vests are now too. Without splitting hairs then, we can say that a life preserver, which meets regulations on all ships, passenger carrying boats and pleasure craft, provides about 22 pounds of buoyancy. A buoyant vest, acceptable on classes A, 1 and 2 motorboats not carrying passengers for hire, provides only about 16 pounds of buoyancy.

Lifesaving devices in which kapok or fibrous glass flotation material is not contained in sealed plastic bags lost their Coast Guard acceptability on Jan. 1, 1965.

What's wrong with the Mae West and the ski belt? If the famous "Mae West" inflatable life vest is good enough for military aviators and passengers on transoceanic commercial airlines, why isn't it good enough for the small boat operator?

There are several reasons. Pneumatic devices require inspection, care and maintenance beyond the facilities of the vast majority of boat owners. Also there is danger of puncture or rupture. Oral inflation takes special training. Surplus jackets would probably not be in A-1 condition even when purchased. In most cases inflatable life vests would be a safety hazard in time of need.

Then what about "navy type" life preservers? Even Coast Guard cutters use them, instead of "Coast Guard Approved" types. How come? Simple. The "navy type" gives superior protection against drowning, but tests have proven

CONTINUED ON PAGE 9



BY VERLENE BARBER

What a great Derby... everyone sure enjoyed themselves.

Several couples stayed down at Cholla after the Derby for a rest and some fishing: Bill and Mary Sanderson, Don and Ruth LaPorte, Carl and Sophie Maletich, Mel and Debbie Jarvis, Erv and Adele Seyk, Jim and Marge Knight, Ray and Cy Curtis.

Ray Curtis' new boat had to be towed in. Don LaPorte launched his boat for its maiden voyage and christened it Mi-Gozo, and with all this Don forgot to fill out a launch slip. Shame, shame.

Al Scott sold his place, after so many years at Cholla. A couple from Ajo have bought Al's cabin.

Cal and Mary Fran and Belle have spent the whole month in Cholla... sure must be nice.

The week of June 7th to 15th is known as widow's week in Cholla, but the women spent the time just taking in the sun and visiting.

You all probably read in the Arizona Republic of Bill Valentine's big fish. A great feeling, isn't it, Bill?

Sophie Maletich has consented to be Phoenix Chapter's new Sick Bay chairman.

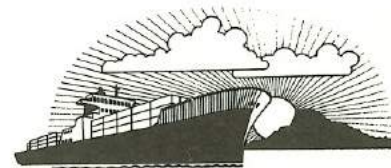
We are all saddened by the death of Elma Leason. Our sympathy to Les and family. Elma Leason will be missed by all who knew her...

*A note
of thanks*

Thank you to all members and Officers of the Cholla Bay Sportsman's Club for their concern and help when our niece, Norma Estrada was burned in the fire at Cholla.

A special thanks to Bill Price, Jr., for getting Norma to Ajo so fast

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By Mel Jarvis

For some time now we have had two ways to go on gasoline at the Bay. We could use either the No Lead or the lower octane, rated as Leaded Regular.

Now the question is, should you use no lead or low lead in your marine engine? No, if there is any other way, don't use the no lead gasoline. If you have a 75 engine, inboard or outboard jet or I/O, check your owner's manual.

There are some of the new engines coming out that can take the no lead fuels. The reason the rest of us shouldn't burn the no lead gas in our inboards, I/Os or the big outboards is lubrication to the valve seats and valve face. No lead gasoline is really just white gas or the same

gasoline your grandmother used in the gasoline lamps and the old cook stove. It burns very erratically and very hot in the internal combustion engines, causing knocks, until chemicals are added to control the burning. Lead was one of the chemicals. They found that lead becomes a very effective lubricant on the valve seats in the head and the lip or face of the valve. Then the engine builders soon discovered they could make their valve seats and valves out of the less expensive and softer material, because the lead faced the seats and valves with a dry-like lubricant which then kept them from burning. Now with no lead gasoline, the lubricant is not there and the mild steel seats and valves are very quickly burned away.

If your engine has some hours on it, say 100 ... 200, it would be okay to burn a tankful of no lead, rather than miss a day of fishing or get towed in because the valves in your engine have this lead lubrication on them ... and a tank of no lead, now and then, won't do any damage. Just don't burn them too close together.

The outboard engine has no valves; you should be able to use the no lead and get away with it. At least in the smaller

CONTINUED ON PAGE 16

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By Winnie Sims

To all our members who are under the weather, a speedy recovery. Special wishes go to Art Schwarz in TMC and to F.C. Warren who is recuperating at home. Hope you are both up and around soon.

Sure had a great pot luck ... what good food. Was glad to see so many new and old members there.

Let's get serious for a minute. Before going out to enjoy a day's fishing, be sure your boat is properly equipped. Don't be an outlaw - regulations call for lights and horn, a bell for signalling in fog. The Coast Guard requires motorboats to have an approved fire extinguisher, and a life preserver for each person aboard. Registration numbers must conform to State specifications. You may be tired of hearing the above remarks, but it pays to be careful. Will have another tidbit of information and good sense for you next month.

The Fishing Derby has gone by again ... makes one wonder how such a big undertaking could go through without a hitch. If you missed it this year, please plan to attend next year's Derby: they are so great, and the satisfaction derived from just being a small part of the operation is very gratifying. Makes one proud to be a part of the Cholla Bay Sportsmans

Club.

It would seem that Tucson has some fishermen and -women ... judging from all the prizewinners. Congratulations all!

We were happy to welcome aboard the many guests and new members: Pete and Mrs. Scott, Lew Frazier and Don Barber were there too at the meeting. The Christmas party was discussed and Pete Scott asked for volunteers to head the various committees.

Citizen Band Radio came under discussion and it was stressed that it is illegal to operate in Mexico and can't be licensed there.

The Black and White Ball was discussed and Cathy Smith, Rita Gray and Margaret Newman were nominated ... one of these girls will represent the Tucson Chapter of CBSC at the ball in Rocky Point. This is an annual event and is a really great moment for the girls who participate in the November affair. We wish the best to all the girls.

Be careful when driving through Sonoyta; the speed limit is 17 miles per hour and 12 miles per hour in the School Zone. It is being enforced ... extreme caution is recommended.

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RADIO POINTERS

The operator on duty at Cholla Bay Radio has a new channel of communication with boats in the area. The channel "designator" or number is 20 in the **Very High Frequency** — **F**requency **M**odulated (VHF-FM) marine band. This channel has been added to the existing VHF-FM channel 16. **Medium Frequency** — **A**mplitude **M**odulated (MF-AM) 2182 kilo Hertz (KHz), Citizen Band channel 9, Aircraft Unicom/122.8 Mega Hertz (MHs) and the questions through the front window.

The point of the matter is "that's a lot of listening." So in order that some order may be arrived at in answering the calls on the various services or channels, boat operators should use the proven best ways of "calling."

First on a list would be to attract the attention of Cholla Bay Radio, or John Doe for that matter, by calling the name of the station, Cholla Bay Radio, or the boat name. You've got the cart before the horse when you call your boat name and then the name of the other party. Everyone is more attuned to react to their own name, and it clearly indicates your desire to contact the first named station or boat.

Second on our list to get the message across is the clarity with which you speak. No one expects "radio announcer" diction and tone, but please speak slowly and distinctly, holding the microphone at a slight angle and about one half inch from your lips. For your information, most transmitters and receivers have filters which cut off the low tones and the high shrill notes of your voice. That means "we can't help you if you don't speak up" in a clear mid-range voice.

Now third and very important is to let the Cholla Bay Radio operator know the service you're calling on. With five radio speakers spewing out static noise, talk between boats and stations and requests through the window, you can help the operator by saying the channel numbers on VHF-FM and CB and the frequency (2182 kilo Hertz) on the MF-AM marine band.

If you want to hear the correct way calls and answers should be given, listen to U.S. Coast Guard communications on 2182 kHz or Channel 16/156.8MHz VHF-FM.

The fourth thing to remember is the time it takes Cholla Bay Radio, and most ship radio stations, to respond to your call is the "warm up" time of the transmitter tubes in the radio. Most of the VHF-FM and CB radios have transistors and can transmit instantly, but remember, some don't. Very few MF-AM radios have transistors as final amplifiers and so require "warm up" time. The power (battery) consumption is greatly reduced by switching off the transmitter filaments while waiting for an incoming call. The time is really only thirty seconds at most and to be sure your call is understood, call, then about fifteen seconds later call again. You'll get an answer about fifteen seconds later and it helps to "pass the time" during that long thirty seconds wait!

SEARCH & RESCUE ...

CONTINUED FROM PAGE 4

them too complicated for use by the untrained public. For one thing, they are not reversible. For another, they normally have 7 straps, whereas the "Coast Guard Approved" types have 3 or less.

When will the Coast Guard approve a good ski belt? Never! Because they float an unconscious person with his face in the water, the CG says.

The Coast Guard realizes that "approved" life preservers and life vests are simply not going to be worn in certain competitive water events and sports where the hazards and need are often the greatest. To meet this fact, the Coast Guard, on July 1, 1964, started accepting "special purpose water safety buoyant devices" in lieu of "Coast Guard Approved" devices for general use on classes A, 1 and 2 motorboats, not carrying passengers for hire.

Included would be such devices as ski belts, buoyant hunter's jackets and racing vests.

(Reprinted from Cholla Chatter, January, 1966)

Just a reminder to the older members who have bought new boats or improved their original boats, and to all new members with boats: Don't forget to fill in the BLUE equipment cards that are available at the Radio Shack.

These cards are put on file and used by S & R if you are ever in trouble at sea. They tell us all about your boat and how well equipped it is. This makes it a lot easier for us to help you.

Any further questions about the cards may be asked of Don Barber or Bob Bos. Be careful...



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beware the gremlins of cortez

The sound of rattling anchor chain was most welcome to our ears. The Mexican Coast Guard had arrived and surely we would be rescued.

Then we heard a command in clear English on the ship's P.A. system:

"Boat hoist away!"

The P.A. system spoke again: "Boats in small bay, come out, we are here to help you."

Jack was talking almost steadily on the radio: "Coast Guard vessel Lerbo we cannot come out. No va. No go. Our boats will not run. Botes inferno. Can you send in a motor whale boat?"

The vessel — we found to be the Sebastian Lerdo de Tejada — answered back: "We are now rescuing your friend, stand by."

Presently Al spoke on the radio: "I'm in the radio shack on this Mexican Coast Guard vessel. Our engine quit and we had to paddle about an hour and a half to get here. They do not, repeat, do not have a motor whale boat that will run. The engine is out on theirs. The captain will attempt to get our boat fixed tonight and we'll come pull you out in the morning if we can. This is a converted U.S. Navy minesweeper — big ship, 50 men or so. And the captain has offered to let Helen and me use his quarters to take a nice fresh water shower. So that's what we are going to do. Just relax and sleep tight."

We did.

The next morning we were all up at five o'clock anxiously watching the outer bay. About eight o'clock a dinghy manned by four seamen with an officer in the bow came paddling in, shortly to be followed by Al's boat.

The officer introduced himself: Lt. Cmdr. Gilberto Perez Vertti Martinez, captain of the Lerdo. His English was excellent and adequate for all needed information. His vessel had a complete machine shop and welding equipment aboard. Could he repair our boats?

We assured him he could not. They needed parts available only from service facilities in the United States. Then he would tow us back to Guaymas or to Kino Bay if we

by wayne pryor

wished to go. We did. Oh boy, did we ever. We chose Guaymas. We could go up to Kino and get our cars and trailers but Guaymas had decent protected launching ramps — Jack had been there — and ample help was available if needed.

The Mexican Coast Guard engineering officer and his assistant had worked until midnight on the Slickcraft, pulling the carburetor twice, but it had apparently developed some mysterious intermittent failure in the ignition system that reared its sickly head after the engine got hot. When cold it ran like new.

At 11:30 in the morning all three boats were secured by one-inch hawsers and huge shackles through the bow eye in staggered formation behind the Lerdo and we were under way. The crew was eminently professional. We had two lookouts watching us at all times.

The Lerdo was holding a steady 6.5 knots, the boats rode smoothly and the afternoon passed quietly as we purred with contentment. The huge bulk of Isla San Pedro Martir passed slowly, very slowly, along our port side. Like all airplane drivers Carol had the compulsion to figure an estimated time of arrival. She rustled out her chart and began to do sums.

"We're not going to get there until tomorrow," she complained.


"That's how I figure it," I agreed. "But look at the scenery — ever notice how the time passes when you're having fun?"

"I've got something to say to Al when we get through with this caper," she replied. "I'm going to tell him we'll have to get together and do this again sometime."

Listening to the news reports that evening was disquieting. Some 150 miles west of us on the other side of the Baja peninsula the U.S. Coast Guard was mounting a massive search. Luck had run out for the 63-foot motor yacht "Shooting Star" with its crew of ten off Cedros Island two nights before. Searchers were finding only bits of debris. Our luck was holding, just like that big, fat towline.

By midnight the Sea of Cortez had become cold and black, lightning flickered 360 degrees around us, and adrenalin pumped. The tow lines made fiery white lines from

TEXT CONTINUED ON PAGE 12. PHOTOS ON PAGE 14




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the phosphorescence of the sea. We were some 60 miles out and we saw occasional white caps. Fun for big kids maybe. We felt pathetically small and didn't want to play.

Carol and I made our preparations in case a storm should hit: sea anchor and line out and ready; life jackets out and ready; waterproof light out and ready (two of them). We learned later that Al and Helen and Jack and Jean were going through the exact same drill. The captain had said:

"I understand your boats are ... you would say fragile ... and I will go slow but if heavy waves come you understand I will not be able to guarantee your bow eyes will hold."

We thought about those bow eyes through the night. But the wind stayed low and the bow eyes held magnificently. In fact we are going to rename our boat "El Fuerte Ojo." The strong eye. Any boat that can stand being towed 140 miles for 22 hours across the Sea of Cortez deserves a sturdier name than something like "Sybarite."

At the Guaymas navy yard the next morning we tied up at the dock at exactly 9:30, dog-tired and ready for a taxi to any motel that had air-conditioning and a fresh water shower.

Jack shook his head: "Nobody, just nobody, is going to believe our gas mileage. As I figure it I've gone over 150 miles and haven't burned more than two gallons of gas."

But first we wanted to face the music on the money. What did we owe? Or what could we contribute?

The captain was polite but exceedingly firm. The rescue was an assigned mission. He was paid for his work and his crew was paid for its work. The Mexican Coast Guard did not accept gratuities of any sort. And was that clear?

We hung our heads. And we wrung his hand as we left the ship.

Next day at Kino Bay - a 120 mile taxi ride north - we retrieved our cars and trailers, then stopped for a sea turtle lunch at the Kino Bay Restaurant. We struck up a conversation with a sunblackened man who with his wife and small son was at the next table.

"That's my boat," he nodded at a 22-foot Bayliner rising to the swells off the beach. "We just came in from two days out at San Pedro Martir - dorado out there as big as junior here. That right son?"

"Sure are," the youngster affirmed, "and we caught a lot of them and they were good to eat, too!"

CONTINUED ON PAGE 13

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It turned out he was a Vagabundo Del Mar club member waiting for a buddy boat to cross the gulf to the Baja side. We mentioned we'd just been towed in from there - all three of us.

"Hey, you must be the people I heard about - on the radio they were telling about three turistas that ran out of gas at San Francisquito."

We bristled, then told him our story. He grinned.

"That's the way radio gossip goes. But seriously, you shouldn't try to make it on one engine down here. Now I trust my boat - a lot. But I have a 6½ hp Seagull tucked away. If the main engine goes out, I can light off the Seagull and make four mph.

"We got a load of bad gas once at Guaymas, really put the main engine out to lunch. So I fired up the Seagull and it took awhile but it brought us in from 20 miles out. You really need a 'git-me-home.'"

"And there's another nice thing about that spare engine."

"Yes?" we echoed.

"It keeps the wife happy to hear it running while she steers and I'm working on the main."

The Sea of Cortez is still a beautiful place and we still have all our fishing equipment that never touched salt water. So we're going to return. It's too attractive to back away from and the really good things in life never come easy. But we've learned at least one lesson:

I've got the bracket designed and ready for review by a stress engineer friend. As near as we can tell from seers and wisemen the outboard should be about 20 hp for all around good performance.

And it's going to be a brand new one with solid state ignition, fixed jets, and the other goodies. Fair warning, gremlins, we're coming back. Sabe usted?

CONCLUSION



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**BEWARE
THE GREMLINS ...
PHOTOS**

CONTINUED FROM PAGE 11

◀
**A 22-HOUR VIEW –
Mexican Coast Guard
vessel flies towing signals
as it enters Guaymas
roadstead after towing
our three boats for twenty-
two hours.**

**ONE MORE TOW –
Mexican Coast Guard
harbor boat tows
“Sybarite” and “Last 1”
in tandem over to motel
launching ramp for
eventual recovery ...**



**Cholla Bay
Chatter Box**
By Mary Fran Taylor

The Derby came and went ... but is not forgotten. All in all the consensus of opinion is that it was a good Derby – and the noon Fish Fry was an idea that may be used again. It was easier to arrange for the workers, eliminating several problems that had arisen in the last few years. A good crowd was fed, mostly participants and local people.

Tuesday after the Derby we had a blow that was worse than any in a long time. Tag end of the hurricane that went on at Hermosillo. The sand did move – and as the wind changed directions it moved back. There was even sand blowing off the water. Breakers about 15 feet high crashing on the points – and cross currents hard to believe. Needless to say, the road to town was filled in solid. Took a day to get it back to normal – one track.

There is always some kind of rumor floating around to keep us alert, or some kind of excitement going on. Walt Sheets, working on his boat, was surely surprised to suddenly find the boat had somehow caught fire. Managed with three fire extinguishers to confine it to the boat ... only melting all the wiring and hoses and such.

There is the usual search for the water truck; the usual buddy boat tow-ins. One boat belonging to N.A.U. was found floating five miles out, was towed back to Cholla.

Penningtons, Lahrs, Cokers, Conners and Allison's overnights in an estuary by the Sand Dunes. Arlyce caught a Sea Trout to qualify for her Big 10 card.

The Oso, Bessie May II, Centaurus, Baby Joan, Easy Rider, Prima Nina, Dondos, and Jay's Joy have been among the boats bringing in fish. Big K, with Sonny Kraft and Joe Tannehill on board; caught all the fish they could use during their 25 day stay. They also found time for surf fishing and sand bugging. The Sandersons joined in the family fun.

My Maggie's crew with John Starks of Glendale as successful guest, netted a 103-pound Black Sea Bass, Red Snapper, Pintos, and Jim brought in a 78-pound Grouper.

The Ladies Bingo has changing faces ... now in addition to the regulars are the families down for the vacation after school let out: Fraziers, Hodges, Bill Williams, Charles Hills, Schayinas, Johnsons, Wes Douglasses, Davidsons. Also the Smerfeldts, Stan Browns and the Knaaks.

And the Schoonovers, Pearlmutters, Ormsbys, Brookses, Allens, Westfalls, Backers, Al King, the Oscar Newmans (so good to see them again), Jo Morris, the Grays, the Drs. Bennett, Annises – and others I must be omitting.

The Ericksons were here with Dr. George Werner. Gordon and Lila just back from a weekend out of San Carlos on a 42' Grand Banks as guests of Phyllis and Jack Newman. Dr. Edgardo Gracia, wife Heather and son Eric, from Chihuahua are to be here as the Erickson's guests for sail fishing this month. Heather is Gordon and Lila's daughter.

CONTINUED ON PAGE 16

Doug and Lee Cashion are starting another voluntary retirement for a year. First headquarters to be Cholla Bay... when the boat is finished they plan to be off touring.

Maggie Knights managed a weekend in Cholla before flying to Guam for a few weeks to visit relatives. Also planning a few days in Hong Kong.

Hear Mary Brown's daughter took a spill and banged up her face. Mary needs only a sail to complete her Big 10.

It's fun to be in residence again. We've all enjoyed watching the osprey teaching the one baby to fly and fish. Some birds are back from nesting - the young slightly awkward and with different coloring.

Sorry you can't all be here - but we'll look for you on weekends.



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SPARK AN' SPUTTER

CONTINUED FROM PAGE 6

engines. The big engines, 40HP and up, I wouldn't burn the no lead gasoline unless your owner's manual tells you it is okay.

We were told some time ago not to use the no lead in outboard engines as the pistons and rings depended on the lead for a lubricant and also helped hold down high temperatures.

I have used the regular gasoline at Cholla for some time, and have had no ill effects from it. As most I/Os or inboards are lower compression engines, they should run okay on Cholla gas (regular) at least until something better comes along.

See you at the Bay...

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Some years ago a friend and business associate treated me to a steak at a backstreet restaurant in Nogales, Sonora. The friendship did not flourish, the business deal fell through, and the steak was the worst, toughest one I have ever tackled.

With this in mind I have assiduously avoided ordering any kind of beef in Mexico; would watch my husband enjoy his in sympathetic wonder. When I finally did try FILETE TAMPIQUENO last summer I realized that I had been missing a lot of fun and good food.

Each restaurant prepares this delicious meal differently, sometimes it varies even in the same comedor. The one constant requirement seems to be that it always be served on a platter - at least that has been my experience so far.

At the Hosteria del Frayle in Guajuato, where I sampled Filete Tampiqueno twice, it changed only slightly. Both times it consisted of broiled steak strips, slice of tomato, pieces of avocado, french fried potatoes, frijoles, a taco (once with

chicken, once with cheese), and the first time with pina and papaya salad which they must have run out of later!

Tony's Restaurant in Mazatlan had two very different offerings to make under the heading of Filete Tampiqueno. Southbound it was broiled steak strips, refried beans with fritos, guacamole, and tamale pie. On the northbound leg of our trip, broiled slabs of steak, frijoles, arroz Espanol, and chili relleno.

And the Posada Triana at San Carlos differed in some details: broiled beef strips, frijoles con queso, Spanish rice, an enchilada stuffed with chicken topped with melted cheese, and a slice of tomato and strip of avocado on shredded lettuce.

In every case, the meat was well done but tender and succulent, a real surprise to me. But the fun was in speculating on just what would come on that platter!

It's been fun, too, to make this dish at home, varying it each time with whatever happened to be on hand. During cold winter weather it began to look more like an English mixed grill, with broiled tomato and mushrooms; in warm weather it's more like a salad plate with raw fruits and vegetables.

The meat, frijoles and avocado are the only "standards" - but no matter what I put on the platter, it is always called FILETE TAMPIQUENO.

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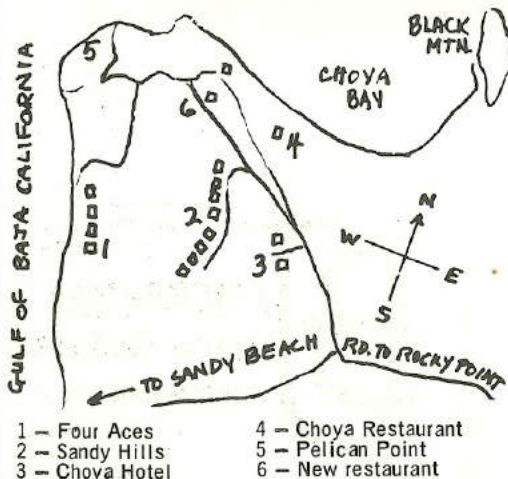
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