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See pages 2 and 3 for the major technical features of the 1984 American models. Page 7 is devoted to an interview report of the three Yamaha stars — Kenny Roberts, Hakan Carlqvist and Carlos Lavado.

Yamaha Dealer Meetings in the United States and Canada THE VITAL ONE FAMILY SPIRIT!

The 1984 new models received very enthusiastic responses from all dealers present when it was introduced at Yamaha dealer meetings held in the United States as follows:

- *Nov. 13 — Las Vegas, Nevada
 - *Nov. 20 — Atlantic City, New Jersey
 - *Dec. 6 — New Orleans, Louisiana
- Mr. Hideto Eguchi, President of Yamaha Motor who attended the Las Vegas Meeting, expressed his view of new business goals as follows:

"As the result of the worldwide recession, which began early in 1980, motorcycle manufacturers are now facing the most difficult times they have ever experienced. Yamaha is no exception and neither are our dealers.

So, we have developed a new strategy to get out of these difficult times. This new strategy includes the significant streamlining of our organization and the restricting of our operations.

I assure you the steps we have taken will make Yamaha healthier and stronger than ever before within one year.

Now, let me address our new philosophy and direction for our future worldwide business. I would like to reemphasize the following three points:

First, Yamaha will restore the highest quality to all of its products and enhance its corporate image.

Second, Yamaha will continue as the most innovative and unique company in the industry in every aspect of our business.

Third, Yamaha will continue as the company within the industry who cares most for its dealers and customers. We will also recapture the vital one family spirit.

Accordingly, we have changed our previous goal of maximizing units sales to that of providing a profit opportunity to our dealers and Yamaha. In other words, Yamaha has set its target to be the best, not necessarily the biggest enterprise.

To achieve this target, one area of our operation stands out as more important than any other. That area is, product development. This area is essential to our future and has the potential to earn us more worldwide attention and more corporate resources than ever before..."

In Mr. Eguchi's speech new model concepts were announced and the importance of the Yamaha Family cooperation was also emphasized.

At the same meeting Mr. Satoshi Watanabe, President of Yamaha Motor Corporation, USA also delivered a speech, pointing up the encouraging future for Yamaha based on closer cooperation between Yamaha and all dealers.

The new model line-up was also unveiled during the Canadian Yamaha dealer meeting held in Toronto on Nov. 20. The meeting celebrated the 10th anniversary of founding Yamaha Motor Canada.

On behalf of Yamaha Motor Mr. Toshimori Shuin, Managing Director congratulated YMCA for their past success while at the same time wishing all people well in meeting the challenges of the years to come.

the United States



President Eguchi expresses his firm confidence — "I assure you that you will be offered excellent profit opportunities for the coming season. Through Yamaha Motor Corporation, USA, you will continue to have the programs and support you need in order to succeed in the motorcycle business. By working closely together as members of one Yamaha Family we will surely have a prosperous future."



Scooter research is also conducted on a number of dealers.



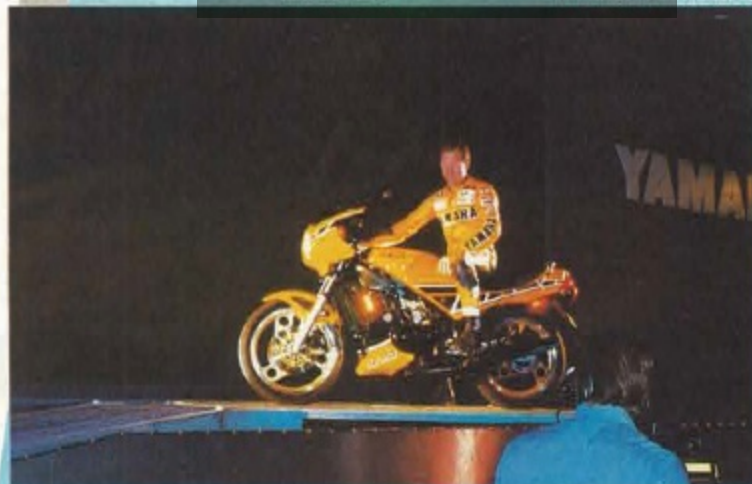
Mr. Watanabe says "During the last few years, the joy of riding has been missing. Yamaha will take the lead to put fun back into the sport! YAMAHA BUILT FOR THE FUN OF IT!"

Mr. Watanabe

Mr. Karst, Vice-President



Virago enjoys invariable popularity.



"King" Kenny and 2-stroke RZ350 are given great cheers. Kenny receives President Reagan's congratulatory telegram. Eddie is also present.



Canada



Mr. T. Shuin, Managing Director of Yamaha Motor and Mr. Keisuke Abe, president of Yamaha Motor Canada.



New 3-wheelers and 4-wheelers are hailed as exciting terrain vehicles.

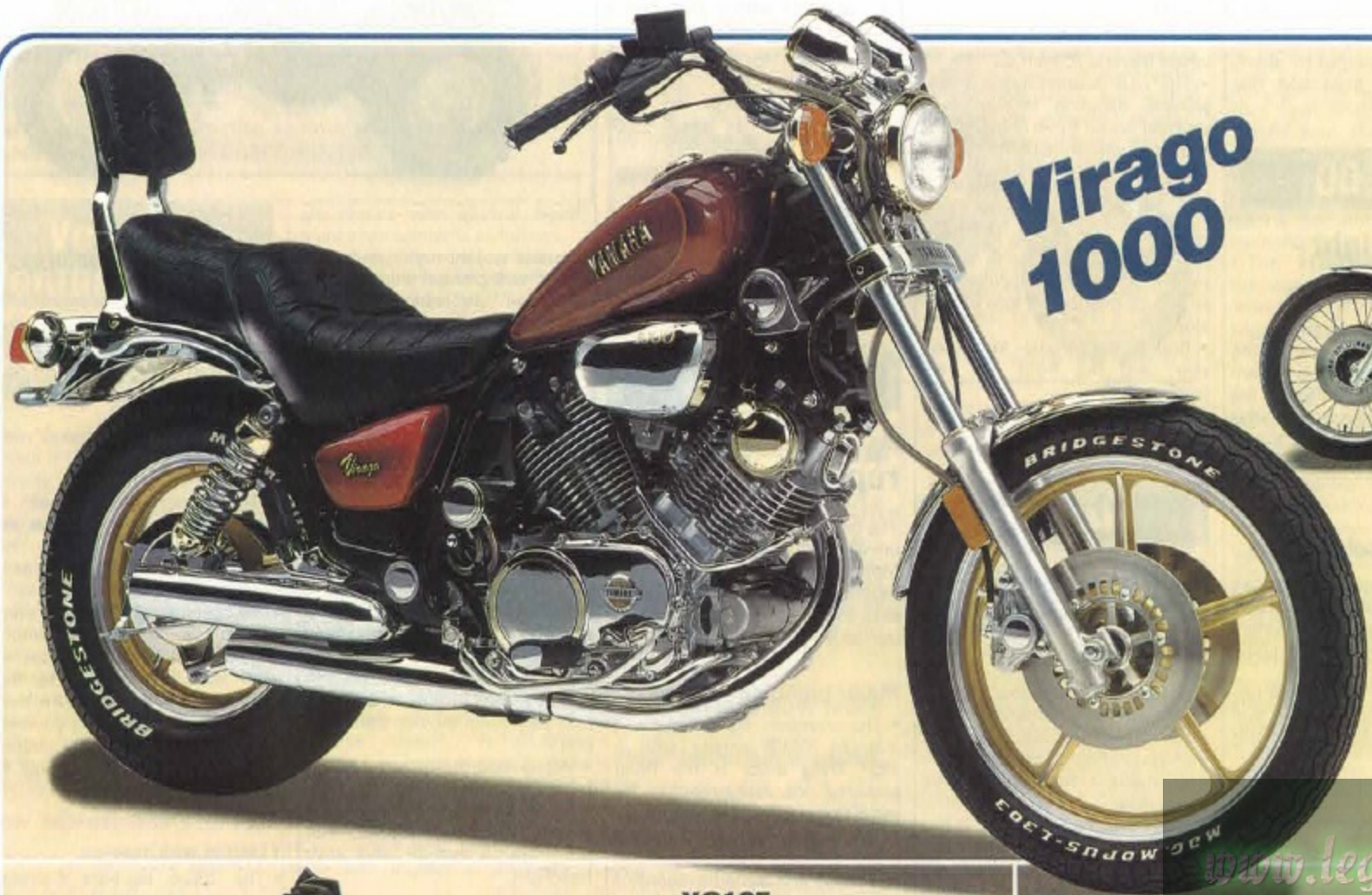


New models enjoy very enthusiastic responses from all people in the Toronto Meeting, too.



Virago is one of the most popular bikes in Canada as well.

Built for the fun of it!



Virago 1000

XV1000

• Engine type: 4-stroke, SOHC, V-twin • Displacement: 981cc • Ignition system: Transistor controlled • Fuel tank capacity: 14.5 lit. • Tire (front, rear): 100/90H-19, 140/90H-15 • Brake (front/rear): Dual discs/Drum



Virago 700

XV700

• Engine type: 4-stroke, SOHC, V-twin • Displacement: 699 cc • Ignition system: Transistor controlled • Fuel tank capacity: 12.5 lit. • Tire (front, rear): 100/90H-19, 140/90H-15 • Brake (front/rear): Dual discs/Drum



MOTO-4 YFM200

• Engine type: 4-stroke, SOHC single • Displacement: 196 cc • Ignition system: C.D.I. • Transmission: 5-forward, 1-reverse, centrifugal clutch • Fuel tank capacity: 9 lit. • Tire (front, rear): 22" 8-10 x 2 pcs., 22 x 11-8 x 2 pcs. • Brake (front/rear): Drum/Disc

YAMAHAULER



YTM200E with Reverse

• Engine type: 4-stroke, SOHC single • Displacement: 196 cc • Ignition system: C.D.I. • Transmission: 5-forward, 1-reverse, centrifugal clutch • Fuel tank capacity: 9 lit. • Tire (front, rear): 25 x 12-9 x 1 pc., 25 x 12-9 x 2 pcs. • Brake (front/rear): Drum/Disc



YTZ250

• Engine type: 2-stroke, liquid cooled, single • Displacement: 246 cc • Ignition system: C.D.I. • Transmission: 5-speed • Fuel tank capacity: 9 lit. • Tire (front, rear): 25 x 8-12 x 1 pc., 22 x 11-8 x 2 pcs. • Brake (front/rear): Single hydraulic disc/Mechanical disc



XC180Z

• Engine type: 4-stroke, fan cooled OHV, single • Displacement: 171 cc • Ignition system: Transistor controlled • Transmission: V-belt automatic • Fuel tank capacity: 6.5 lit. • Tire (front, rear): 3.50-10, 3.50-10 • Brake (front/rear): Drum/Drum



XC125

• Engine type: 4-stroke, fan cooled SOHC, single • Displacement: 124 cc • Ignition system: Transistor controlled • Transmission: V-belt automatic • Fuel tank capacity: 7.0 lit. • Tire (front, rear): 3.50-10, 3.50-10 • Brake (front/rear): Drum/Drum



IT200

• Engine type: 2-stroke, air-cooled, single • Displacement: 195 cc • Ignition system: C.D.I. • Transmission: 6-speed • Fuel tank capacity: 11 lit. • Tire (front, rear): 90/90-21-4PR, 120/90-18-4PR • Brake (front/rear): Drum/Drum



XT600

• Engine type: 4-stroke, SOHC, 4-valve, single • Displacement: 595 cc • Ignition system: C.D.I. • Transmission: 5-speed • Fuel tank capacity: 11.0 lit. • Tire (front, rear): 3.00-21-4PR, 4.90-18-4PR • Brake (front/rear): Hydraulic disc/Drum



RZ350

• Engine type: 2-stroke, liquid-cooled, twin • Displacement: 347 cc • Ignition system: C.D.I. • Transmission: 5-speed • Fuel tank capacity: 22 lit. • Tire (front, rear): 90/90-18 51H, 110/80-18 58H • Brake (front/rear): Dual discs/Single disc

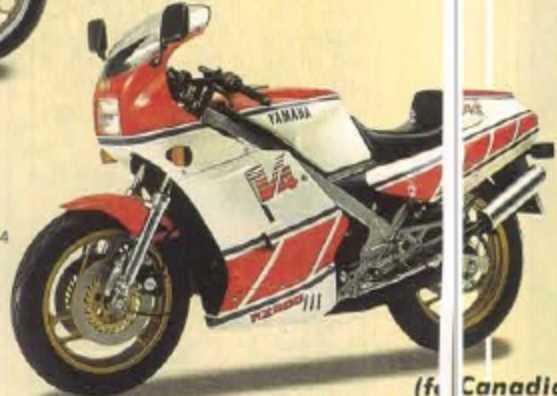


XT250

• Engine type: 4-stroke, DOHC, 4-valve, single • Displacement: 249 cc • Ignition system: C.D.I. • Transmission: 5-speed • Fuel tank capacity: 12 lit. • Tire (front, rear): 3.00-21-4PR, 4.10-18-4PR • Brake (front/rear): Drum/Drum

RZ500

• Engine type: 2-stroke, liquid-cooled, V-4 • Displacement: 492 cc • Ignition system: C.D.I. • Transmission: 6-speed • Fuel tank capacity: 23 lit. • Tire (front, rear): 120/80V-16, 130/80V-18 • Brake (front/rear): Dual ventilated discs/Single ventilated disc



XVZ12

• Engine type: 4-stroke, DOHC, 16-valve liquid cooled, V-4 • Displacement: 1,198 cc • Ignition system: Transistor controlled • Transmission: 5-speed • Fuel tank capacity: 20 lit. • Tire (front, rear): 120/90-18 65H, 140/90-16 71H • Brake (front/rear): Dual ventilated discs/Single ventilated disc



Venture

XVZ12D

• Engine type: 4-stroke, DOHC, 16-valve liquid cooled, V-4 • Displacement: 1,198 cc • Ignition system: Transistor controlled • Transmission: 5-speed • Fuel tank capacity: 20 lit. • Tire (front, rear): 120/90-18 65H, 140/90-16 71H • Brake (front/rear): Dual ventilated discs/Single ventilated disc



Venture Royal

(for Canadian Market)

Specifications are subject to change without notice.

Technological assistance for China



Pictured here are the Chinese technicians, with Mr. Hideto Eguchi, President of Yamaha Motor (the second from the left in the front row). This picture was taken prior to Mr. Eguchi's departure for China.

FROM IWATA: For the past several years Yamaha has been receiving several motocross riders and technicians from China each year to be trained by Yamaha specialists. In June of this year 10 Chinese technicians arrived in Iwata where they will live in the Yamaha employees residences and continue studies and training in a number of fields until May of next year. At present they are in training at the main plant in Iwata where they are receiving practical experience in such areas as the assembly line, quality control, production control, and production technology. All the technicians are working hard to absorb as much information as possible during their stay. In addition, in order to supply a constant flow of technical knowledge in every area of motorcycle manufacturing, from development to production, and thus give its full support to the motorcycle industry

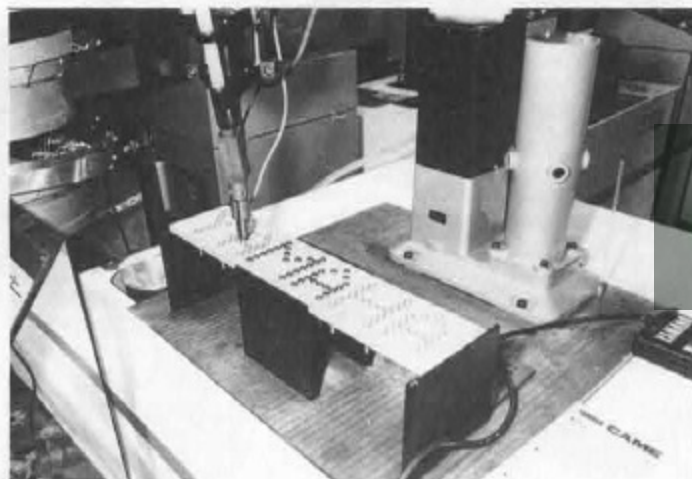
in China, Yamaha has signed a technological assistance contract with the government-operated North China Industrial Corporation, a general heavy machinery manufacturer. This contract involves providing production technology for the 50 and 80cc class motorcycles, and calls for the beginning of a 50,000 bike a year production of these small-size motorcycles by 1985. In connection with this project Yamaha's president, H. Eguchi, recently visited China to study the market at first hand and to hold conferences to discuss future problems and to set a definite schedule for the supply of technology leading up to the beginning of production. During his visit, Chinese officials were delighted by the report he brought on the progress of their representatives presently in training in Iwata, which included a photo album.



staff consists of 43 people, all of whom are anxious to do the best job they can for their new company.

Yamaha robots

FROM TOKYO: Two Yamaha industrial robots, a "CAME" and a multiplex nuts and bolts feeder, were displayed at the 1983 International Industrial Robot Exhibition that was part of the International Trade Fair held in Tokyo this autumn. The fact that both of these robots perform jobs that previously could only be done by human hands on the complicated Yamaha motorcycle assembly line is proof of their technical sophistication and reliability. These robots, which are becoming more compact every year, are being applied to a growing number of jobs in other areas of manufacturing as well. The combination of the slim "CAME" multijoint assembly robot, which takes up so little space in the factory, and the multiplex nuts and bolts feeder, which can supply a large number of different parts, was one of the most talked about displays at the exhibition.



weight with all my luggage and the doghouse came to about 400kg, I covered 1,495km with no serious trouble at all. The first thing I have to say is that the engine on this bike is excellent, and I am sure my dog "Ouro" will agree with me on that!"



It makes a life happy



Mr. Jones and his XV1000 (Photo from Tarenaki Herald)

FROM NEW ZEALAND: Mr. Stan Jones who lives in Wellington owns a Yamaha XV1000 V-twin and has covered nearly 100,000km in eight years over the length and breadth of New Zealand. This is not quite an unusual story but you must be surprised when you know that his age is 77. He said "When my wife died, I need something to divert". He began to ride with a 200cc bike at the age of 69 and since then he has made a lot of touring including eight major trips. This story will strike and encourage a lot of old people who are lonely and depressed.

Floating workshop

FROM INDONESIA: Since Indonesia is a country made up of a number of islands, the outboard motor is an indispensable means of transportation here. Even in the city of Palembang, located inland on the island of Sumatra, the majority of the people rely on 40 hp outboards which they drive on an average 5 to 6 hours a day at full throttle. This photo shows a "floating workshop" that was opened recently in this city to provide users with fast and convenient repairs and after-service. Already it is winning a good reputation among the boaters of Palembang.



Me, my dog and my XT500

FROM SWITZERLAND: The man in this picture is Manfred Beck, an international track driver from Switzerland, shown here holding his pet dog

"Ouro". Manfred has just returned from an 8 month tour of France, Spain, Italy, the Adriatic area and Morocco. He says: "The bike I used was a Yamaha XT500. Even though the total

Hamburg International Boatshow

FROM WEST GERMANY: Pictured here is the Yamaha display stand arranged by Marx Marine, one of the Yamaha dealers in West Germany. The Hamburg International Boatshow was held at the end of October and the Yamaha display attracted a lot of people who were interested in water-

sports. They were impressed by all the news about Yamaha line-up for 1984 as introduced at the show. During all the days the Yamaha stand was crowded by visitors from the morning till closing time. In total 150,000 persons visited the Hamburg International Boatshow this year.



Yamaha Stars' Holiday in Japan

Kenny Roberts/Hakan Carlqvist/Carlos Lavado

The thrills and excitement of the '83GP race series are over. Now the riders are probably taking a well-earned rest. Or perhaps, a few of them may have already begun practicing for the coming season. But stars are always busy doing one thing and another even during off-season time. Three riders whose busy off-season schedule have already begun are the three-time former champion who was second this year and still the true "king", Kenny Roberts, the '79 winner of the 250cc Motocross class and winner of the 500cc class this season, Hakan Carlqvist, and this year's winner of the 250cc road race class, Venezuela's Carlos Lavado. All three came to Japan separately in the month of October, and between their schedule of races and interview they have each found time to relax and enjoy their holiday in Japan. We took advantage of one of these relaxed moments to talk to each of them. Here is how the conversation went.



Kenny Roberts

Kenny arrived in Japan in the beginning of October to participate in the TBC Big Road Race at Sugo on Oct. 9th. Just like last year, it was another impressive win for Kenny.

for Yamaha, but also, behind everything was my strong desire to be better than anyone else. In March of this year I opened a "Kenny Roberts" motorcycle shop. Because of my race schedule I've only made it to the shop twice since it opened, but once I devote myself to being a motorcycle dealer I know I'll work to sell more motorcycles than anyone else, too.

—Congratulations on your marvelous win at Sugo. Now, looking back at this year's World GP series, what are your thoughts?

Bad! But, I don't really have any regrets because I know I gave it all I had. Rather than thinking of it as a defeat, I would like to think of it as a well-earned second place. Spencer had all the luck this year, without a doubt. My machine performed extremely well, which pleased me. I feel that this year I finally got everything working as it should.

—You mean you left nothing to be regretted.

Right! I did everything I could. 2nd spot was never disappointing to me after that. On the contrary, if I had left something to be regretted later, I might have yielded to self-hatred! As I said, Spencer was in luck this year.

—What about your teammate Eddie Lawson?

I think Eddie learned a lot this year. He made a lot of progress. I find it's a big plus for me having another works rider around. I'd like to do everything I can to support not only Eddie but all the talented young riders coming up in the circuit.

—What do you think is different about the Kenny of today compared to the Kenny at the time of your debut?

My hair has gotten a lot thinner! Other than that, you could probably say that when I first started on the circuit I was taking a lot of chances in races, but now I have a lot more experience and I'm a lot faster overall, so I don't need to take chances in order to win.

—What does the motorcycle mean to you now?

It's a means, a way for me to focus all of my energy and potential in one direction. All along I've been working

—You really love motorcycles, don't you.

Yes. As a matter of fact, right now I'm in the process of putting together my own custom bike.

—Are you putting together the engine too?

No, I'm using the Yamaha V-Twin. When it comes to making engines Yamaha knows a lot more than me.

—We like you to be active in the first line as long as possible, but let's know your plans, if any, after retirement.

Well, everything depends on Yamaha. I myself wish to continue good relations with Yamaha, not only through racing, but also in many other ways. I will be ready to cooperate with Yamaha, if they need me.

—By the way, did you take your children along to Europe for the GP season?

Yes, I took along my children. My oldest son who is ten now and loves motorcycles just like me. His personality is a lot like mine too. Once he gets interested in something he gets totally involved. When you get the two of us together playing a video game we get so intense that before long we're fighting with each other.

—You've been to Japan a number of times now, what's your impression of the country?

I really enjoy Japan and I like to come here from time to time. I love some of your foods like the tuna they serve raw, called "toro". Lately when I come to Japan I notice a lot more racing type bikers and helmets on the roads, too.

—Is there any message that you'd like to give to your fans here?

Yes, I guess I'll say: "If you're going to ride a motorcycle, ride a Yamaha."

Hakan Carlqvist

"Carla" visited Yamaha's home offices in the middle of October and on the 16th took part in the Japanese Motocross Championships in the 250cc class. Riding a less favorite YZ250 machine for the first time, he only managed to finish 9th overall. However, the Japanese fans were still delighted to see the 500cc World Champion in action.

—Congratulations on winning the World Championship this season.

Thank you. Every race this year was a tough one, but I have to say I'm satisfied with the final results.

—Tell us about the Dutch round where you clinched the championship.

I was nervous going into that one. I didn't want to disappoint the people who were cheering for me, and of course, for myself I wanted the championship very much. I was really under a lot of pressure. Well, one more round was as impressive to me as the Dutch GP. It was the Italian GP. I got much confidence in this race. Lot of people must have recognized me as the fastest rider. The Italian GP was a crucial turning point for me. From then on, I continued a firm pace toward the crown.

—In the American GP you were the first non-American to win there weren't you?

Yes, it felt good! Most of the American motocross courses are like supercross courses, and I think the riders there are trained to do well on that kind of course.

—Some American newspaper says — "Carla is the only European rider to win a supercross race..." Supercross is substantially different from motocross, I think. But it is a very enjoyable and exciting sport. I feel refreshed when I show my riding techniques before lots of spectators.

—Like Heikki Mikkola, you've now won both the 250cc and the 500cc championships. Tell us your thoughts on the two victories.

As soon as I won the 250cc championship I decided right away to go for the 500cc class next. I was thinking about matching Mikkola's feat.

—Will you tell us how you got involved in motocross in the first place?

My two older brothers were both motocrossers. I remember my first race was in May of '71. That first year I was in the 125cc class, but in '72 I moved up to the 250cc class and did pretty well in the Swedish National Championships. The first time I tried my luck in the World Series was in '78.

—What kind of effort did it take to get you from the 250cc win in '79 to your 500cc win this year?

First of all I had to build up my physical strength. In order to become tougher mentally you first have to become tougher physically. Next I had to build the right machine. You could almost say that the reason I won this year was that I had my YZM in perfect condition. The rest of the formula was doing the necessary training. There is only one way to succeed in motocross racing; you have to continuously work on yourself and on your machine until they are both perfect.

—What do you think it is that makes you better than other riders?

The one thing that I can be proud of is that I never give up. One other thing is that I know my machine well.

—Who is your biggest rival?

Andre Malherbe. He knows what it takes to win the Championships. He is always in complete control of himself like a true professional must be.

—Is motocross on the rise in Sweden?

I think there are about 400 races a year now in classes ranging from 80cc to 500cc. Soccer and ice hockey are still the biggest sports, with tennis, skiing, and motocross the next most popular.

—Do you have any advice for young riders?

Training is everything. There are no shortcuts in this profession. It is all in the experience and strength you build from training.

Carlos Lavado

Venezuelan Carlos Lavado arrived in Japan at the end of October to visit Yamaha's home offices and to take part in the Tokyo Motor Show's Yamaha exhibition. A large crowd assembled while Carlos was being interviewed at the Yamaha corner of the Motor

Show.

—Looking back on this year's season, what are your thoughts?

For me this year was the most important and the toughest season yet. The comparative strength of the riders and the machines was very close. Also, in February Andrea Ippolito, the former president of Venemotos, died and I decided to dedicate this year's season to him. I owe this years victory to Andrea Ippolito, the Ippolito family, the people of Venezuela, Venemotos and also to Yamaha.

—I understand that Andrea Ippolito did a lot for you over the years. Can you tell us specifically some of the ways he helped you?

He supported me from 1976 on. He was like a fine manager, a father, and a friend all in one. Until this year I was always plagued with injuries that kept me from winning the championship, but he never lost his faith in me. And at the same time he never pressured me. He always advised me: "If you just stay relaxed, you'll win."

—How are Europe and Venezuela different as racing environments?

In Europe there is an air of professionalism, but the Venezuelans go at racing purely as a sport.

—We have heard that in your country motorcycles are used by many people to transport a variety of goods commercially, but are motorcycles popular as well among the common people?

Yes, they are very popular and a lot of people use them in their businesses. The most popular models of all are the RD350LC and RX135, because of their practicality and good looks.

—What do you think of Yamaha bikes personally?

I always ride Yamahas. That's because I like them, and because I've never had a problem with one yet.

—Will you ride in the 250cc class again next season, or do you think you will try the 500cc class?

I'll ride in the 250cc class. I'm also interested in the 500cc class, but before I compete in it I would have to do the training. So, I'll be competing in the 250cc class, but at the same time, I would like to begin training for the 500cc class.

—What has been your impression of the Tokyo Motor Show? I ride Yamahas, so you might think I'm prejudiced, but I think the Yamahas are the best looking bikes I've seen here.



The 25th International Tokyo Motor Show

The International Tokyo Motor Show held every other year is the most important event of the Japanese motor industry. This year the 25th running of the show took place at Harumi, Tokyo from Oct. 30 to Nov. 8, displaying nearly one thousand of the latest cars, commercial vehicles and motorcycles, as well as a wide variety of components and accessories. To all participating manufacturers, this year's show with an audience of over 1,200 thousand became a place for introducing the best of their technologies aimed at the forthcoming century. With this situation as its setting the 1984 Yamaha full line for the domestic market was unveiled under a theme — New Yamaha Dynamism.

The Yamaha booth was divided into two display zones; one for motorscooters, under 250cc sports bikes and utility bikes (24 models — 36 machines), as well as motocrossers and 2-stroke/4-stroke on-road and off-road bikes (26 models—29 machines), and the other for other 19 models (20 machines) including 13 exhibition models such as the Venture Royale, the FJ1100, the RZV500R(RD500LC), the DT200 and so on. The grand array of 1984 Yamaha motorcycles created a vivid impression of excellent Yamaha technology on every visitor.



New lightweight super trail DT200LC



Included in the exhibition models is the 4-wheeled PTX-1. It comes with a fully covered FRP body, a newly designed 2-stroke 50cc engine and an automatic transmission as a unique all-weather type personal transporter sharing the advantages of fuel economy, maneuverability and ease of handling with a motorscooter or a family-leisure bike.

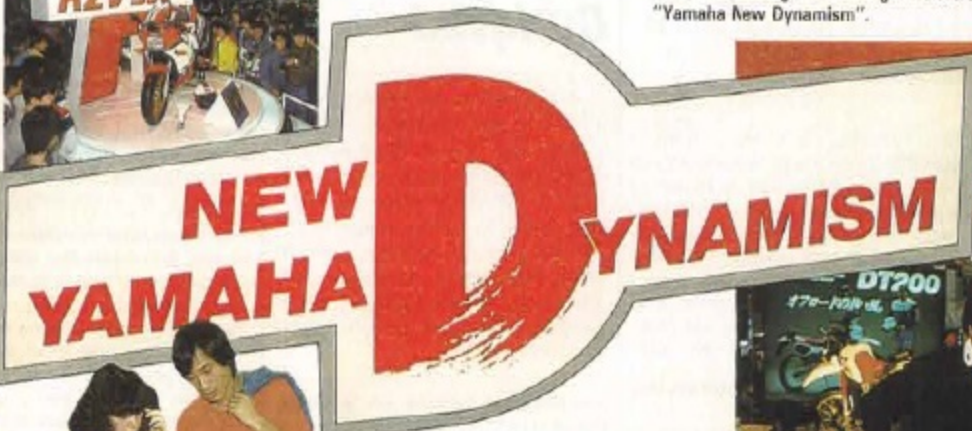
What a machine! The RZV500R(RD500LC) is truly a GP racer replica for the road.



Kenny Roberts' YZR500 and Carlos Lavado's title-winning TZ250 are also exhibited. New World Champion Lavado also visits the Yamaha booth and exchanges good wishes with lots of race fans, thus adding an extra significance to "Yamaha New Dynamism".



New superbike FJ1100. This model is not available on the Japanese market but there are a lot of ardent fans.



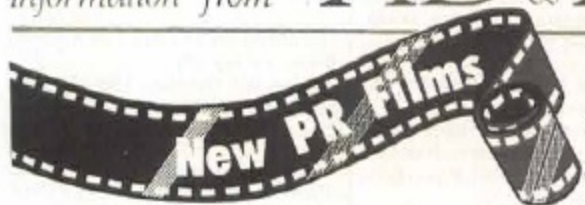
It's built to run! Weighing only 138kg, delivering 62hp and hitting 230kph — the new FRZ400 four stroker is designed and engineered as a prospective F-3 dominator.



The Yamaha booth is alive with visitors every day.



Information from AD & PR Division



13 minutes of film action we see the miraculous climb of Carlqvist to the top of World Championship series past a tough group of veteran rivals to the final, shining moment of victory as the 500cc class World Champion.

A VIKING TO VICTORY

This film follows the campaign of Yamaha factory rider Hakan Carlqvist and the Yamaha Team that won him this year's 500cc class World Motocross Grand Prix, and also gives us an interesting insight into the personality of Carlqvist the man. In

SPECIFICATIONS

Size 16mm
Running time 13 minutes
Narration English Only
Price ¥40,000 FOB Japan

100% PROFESSIONAL

This film takes us to five races of the 1983 world Championship Road Race series, the German GP, Spanish GP, Dutch TT, British GP, and the San Marino GP. Focusing mainly on Kenny Roberts and his teammate Eddie Lawson, we get a close-up look at the brilliant riding of the men race to victory, and in the process we come closer to an understanding of what makes Kenny Roberts the professional among professionals. The film also takes us behind the scenes for a look at the job of Giacomo Agostini and the rest of the Yamaha Team as they do the vital pit work around the circuit.

SPECIFICATIONS

Size 16mm
Running time 26 minutes
Narration English Only

Price ¥60,000 FOB Japan

CAMPEON MUNDIAL

In this film we follow the series of races that led Carlos Lavado to the World Championship crown in the 250cc class. Among all the classes of the World Championships, this year's 250cc class was said to have the fiercest competition of them all. The film shows us the action at the French GP and takes us to an interview of Lavado during the British GP where he clinched the title in the second to the last race of the series.

SPECIFICATIONS

Size 16mm
Running time 11 minutes
Narration Spanish only
Price ¥35,000 FOB Japan

A VIKING TO VICTORY

100% PROFESSIONAL

CAMPEON MUNDIAL

