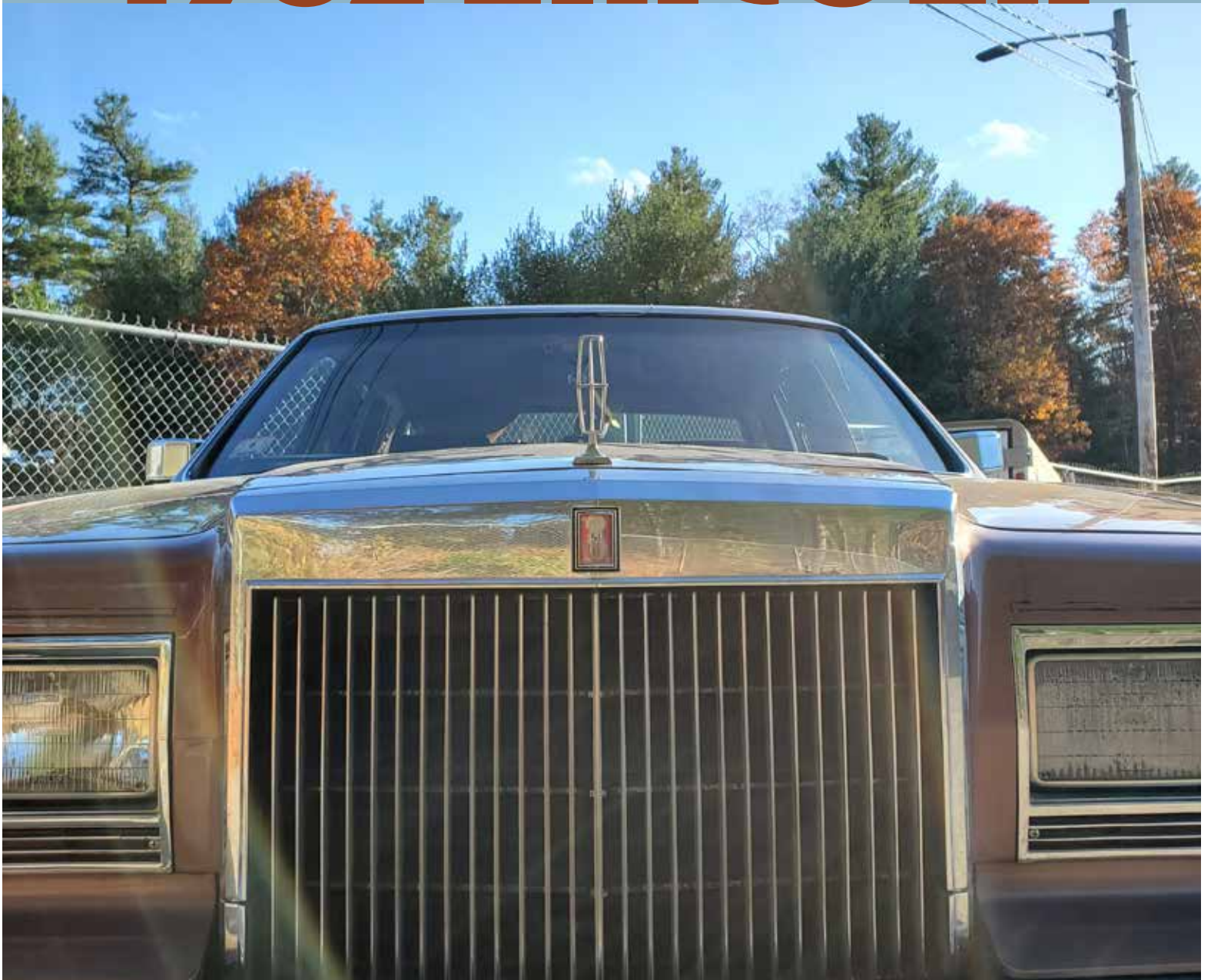


# SHADOWBOX

VOL.1 | FALL '22

RARE BOOMBOXES FROM LASONIC | ID'ING JAPANESE PORCELAIN  
JURASSIC PARK SENITYPES | SINGER 99K VARIANTS

## THE ART OF THE 1982 LINCOLN



# SHADOWBOX

VINTAGE  
& RETRO MAGAZINE

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# RETROWAVE

## VINTAGE TECH AND ELECTRONICS REVIEW



## LASONICA OBSCURA

RARE BOOMBOXES FROM THE ICONIC LASONIC LINEUP

Lasonic produced some of the most popular boomboxes amongst collectors. Most of them were manufactured in Taiwan by Yung Fu Technology Electrical Corporation. During the late 70s and early 80s, they made silver colored models with fairly good build quality. But later, during the mid 80s, they started selling larger, black models with more fragile construction. I am referring to the TRC-931, 935, 951, and 975. These earned the nickname “big empty black boxes”, which refers to a cavernous shell with little internal electronics to justify the large shell. Care should be taken when shipping these Lasonics, because the transformer might break loose from its thin internal mounts, causing it to act like a wrecking ball. However their attractive colorful graphics, large size, strong bass, and flashy looks nevertheless caused these models to remain popular amongst both collectors and casual consumers alike. Lasonic Electronics Corporation started its portable audio business in 1978. After many years of hard work, dedication, and innovation, they have become one of the leading manufacturers in the consumer electronics market. The Lasonic TRC-931 boombox is one of the Holy Grail boomboxes produced in 1985 by Lasonic or Yung Fu Electrical Appliances. It can be seen in many early break-dancing movies and current music videos like The Clerks or music videos like Got the Life by Korn, Boombox by The Lonely Island and Swagger Jagger by Cher Lloyd. The Lasonic TRC-931 enjoyed one of the longest production runs in



# THE VAULT

## ITEM ID AND PRICE GUIDES



## HAND PAINTED IN NIPPON

TAISHO AND SHOWA ERA JAPANESE PORCELAIN MARKS

Most pieces marked with the name of a country were made after 1891, when the McKinley Tariff Act was passed. Pieces from Japan were marked “Nippon,” the transliteration of the Japanese word for Japan. After 1915 the words “Made in...” were usually added. Beginning in 1921, U.S. Customs required country names to be in English, and the word “Japan” was used instead of “Nippon.” Items marked “Made in Occupied Japan” were made between February 1947 and April 1952. After that, just the word “Japan” was used again. According to experts on 19th- and 20th-century Japanese ceramics, the color does not help date a mark. Red, green and black were used most years.

Today, for those collecting antique and vintage Japanese art goods of the early 20th century, those

marked Nippon or Made in Nippon are oldest and most valued. A fad for collecting Made in Occupied Japan items occurred in the 1980s, making them scarce today. Now some Made in Japan items are old enough to be quite interesting to collectors. And as viewers of PBS’s Antiques Roadshow know, the Japanese are buying back some of the very best of their artistic work that ended up in the United States.

Those collectors familiar with the marks of specific companies on the bottoms of pottery pieces can further identify Japanese source. For example, one major pottery company imprints a flower in the center of its chops (logo); another uses a bird, another a fish and so on. Luster glazes characterized the somewhat larger and better pottery such as vases and serv-



# RETRO-REVIEW

PRODUCT  
TESTING  
AND  
HOW-TO  
GUIDES



## SINGER 99K MODELS

The Singer class 99 sewing machine was introduced in 1911 as a response to the growing demand for a lighter more portable domestic sewing machine that did not need to be used in a special table. In 1911 it had a list price in the U.K. of £6-10s-0d, although this was reduced to £5-4s-0d for cash purchases.

The 99 was a 3/4 size version of the established full size class 66. It used an identical mechanism and many of the same parts other than the basic body casting. The 99K stayed in production until around 1958.

The Singer 99 was a sturdy and reliable machine that was easy to use. It became very popular with occasional home users because at 22lbs (10kg), it was more manageable than 'full size' machines and it came in a storage case.

In 1921 the company introduced the option of a Singer electric motor making the 99K the first portable electric machine.

The 99 will sew most fabrics from fine delicates to denim or leather and will handle any normal household sewing task with ease. The machines have adjustable tension and stitch length controls. The 99K must always be mounted in some form of base because the under-bed mechanism will not allow it to sit directly onto a table surface.

Early Singer 99's were sold in wooden bases with a small compartment under the balance wheel to store accessories and bobbins etc. At first they had 'Bentwood' (polished plywood) covers which are now thought of as very desirable. Later models were still fitted in the same wooden bases, but these slid into a mock crocodile suitcase style case for transport or storage. By the end of its production life the Singer 99 was mounted in a plastic base with a clip-on plastic lid, or a soft plastic dust cover. Unfortunately the plastic bases frequently crack.



# THE FANSTAND

FRANCHISE MERCH  
AND FAN  
GEAR



## JURASSIC PARK SENITYYPES

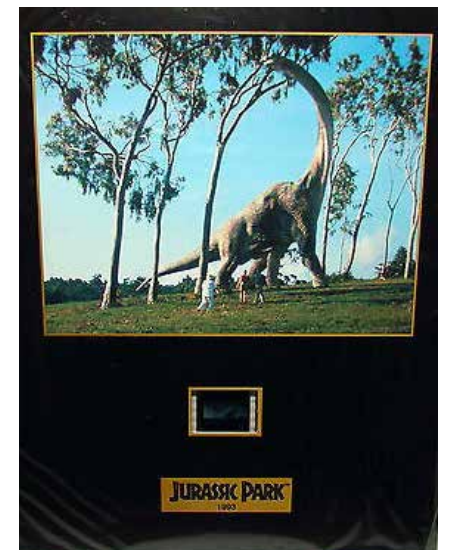
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THE ART OF THE  
**1982 LINCOLN  
CONTINENTAL**  
ILLUSTRATIONS FROM LINCOLN-MERCURY CATALOGS

THE MOST ORIGINAL CONTINENTAL SINCE THE ORIGINAL CONTINENTAL



FROM THE COLLECTION OF DAMIAN BOYD





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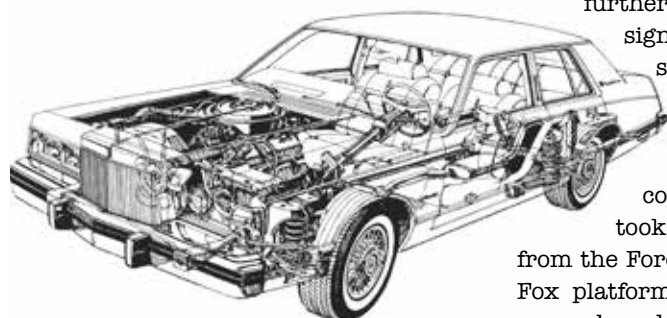
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“The 1982 Continental four-door sedan puts big car luxury, comfort and ride quality in a trim, new package”

The 1982 Continental was fitted with two different engines. The standard engine was a 131 hp carbureted version of the 5.0L V8. At no cost, a 3.8L V6 (shared with the Ford Thunderbird and Mercury Cougar[74]) was an option; it was the first non-V8 Lincoln since 1948. Both engines were discontinued for the 1983 model year, replaced by the fuel-injected 5.0L V8 from the Town Car. All three engines were fitted with the 4-speed Ford AOD overdrive transmission. As a response to the diesel engine options available in Cadillacs and a number of European luxury brands, Lincoln introduced an optional 114-hp 2.4L turbodiesel inline-6 sourced from BMW (with a ZF 4-speed automatic transmission) for 1984. With only 1,500 sold, the diesel-powered Continental was rarely ordered and discontinued after the 1985 model year. The seventh-generation introduced two features as industry firsts: gas-charged shock absorbers and self-sealing tires.



**LEFT** | A cutaway illustration demonstrates the modern design offered by Ford’s Mustang-Derived Unibody Fox Platform  
**ABOVE** | A concept drawing highlights the well executed wheelbase, roof and body lines of the 1982 Lincoln Continental



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Coinciding with the introduction of the two-door Continental Mark VII, the Continental was given a styling update for the 1984 model year. The body was fitted with flush-fitting front and rear bumpers and revised taillamps. While not fitted with the composite headlights of the Mark VII, the front fascia of the Continental was revised with an angled grille flanked by recessed quad headlamps and larger wrap-around marker lights incorporating cornering lamps, which made it more aerodynamic looking. On the inside, the doors and dashboard were fitted with satin-black trim (accented with low-gloss genuine walnut veneer for the 1986 model year only). Other changes through the rest of the production run were primarily limited to paint colors and upholstery pattern details. The car continued thereafter with few changes. All models were also fitted with Ford’s door-mounted Keyless Entry System, not to be confused with a Remote Keyless Entry System.[75]

For 1982, the Continental was offered in base trim, Signature Series, and Givenchy Designer Series trim. Givenchy was offered for all 6 years. For 1983, the Signature Series trim was absorbed by the base or standard model. The Signature Series trim was given to the Town Car and Mark VI instead; the Valentino Designer Series was added for 1983-1985 as a second Designer Series choice. After the 1985 model year, the Valentino Designer Series was discontinued in favor of the Givenchy Series as the sole Designer Series offering. The last two years, 1986 and 1987, choices paired down to just 2 trims: base and Givenchy. Including many additional standard features, the Signature Series, Valentino, and Givenchy Designer Series Continentals added \$3,100 (equivalent to \$8,700 in 2021) to \$3,500 (equivalent to \$9,800 in 2021) to the price of a standard model. Fully optioned Signature and Givenchy models would top out at over \$26,500 (equivalent to \$74,400 in 2021)

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**LEFT** The nomenclature of the Lincoln lineup varies from year to year, and the 1982 Lincoln Mark VI is often mistakenly referred to as a 1982 Lincoln Continental.

**ABOVE** The Dashboard of the Lincoln Continental Reveals Ford’s Cutting Edge Technology for 1982. | Available Options For Your Lincoln Continental: Garage Door Opener, Keyless Entry and Glass Moon Roof





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**LEFT** | Lincoln Continental | Continental Signature Series | Medium Fawn Leather Continental | Dark Red Radcliffe Velvet Continental Signature Series

**ABOVE** | Givenchy Designer Continental | Available Options For Your Lincoln Continental: Aluminum Wheel Covers, Vanity Mirror, and AM/FM Stereo.



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C'EST MAGNIFIQUE!

The formality of Continental. The finesse of Givenchy. Together... creating impeccable elegance. Givenchy selects a Dual-Shadow combination that is exclusive to this car alone. Dramatic Black over

brilliant Medium Dark Mulberry Metallic. Givenchy color-keeps his interior with magnificent Mulberry. The luxurious Twin Comfort Lounge seats, shown here, are trimmed in rich Radcliffe cloth. Or select leather

seating surfaces. Seats are reclining, have dual fold-down armrests, and six-way power for the driver's and passenger's seat. The elegant Givenchy Designer Continental for 1982. Destined to draw rave reviews

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ABOVE | Radcliffe Mulberry Velvet Givenchy Designer Continental  
LEFT | Tilt Steering Upgrade

# SHADOWBOX

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