

Bye, Bye Blackwood

Impressions of the soon to be discontinued Lincoln Blackwood. This will be the last year that Ford/Lincoln will produce the Blackwood. So, if you get your hands on one it may just be a collector's item 20 years down the road.

([PRWEB](#)) October 16, 2002 -- Apparently, 2002 will be the last year that Ford/Lincoln will produce the Blackwood, or at least this incarnation of it. So, if you get your hands on one it just may be a collector's item 20 years down the road.

When I first picked up the Blackwood from the Ford Motor Company for testing, I figured it would be a lot like my trusty 1997 Ford F-150 with a bunch of extra whistles and bells. In essence, it was a Lincoln Navigator based on a F-150 Super Crew chassis. But, it's done so well, it makes a truly unique package that I did not want to return! The exterior looks like a Navigator from the front and a F-150 Super Crew from the front quarter panels to the front of the short bed rear box. The bed is covered by a power operated fiberglass tonneau cover, which, debatably, has cheesy fake gray wood look plastic clad sides. I still think it's pretty, though.

When I slid into the elegant simulated dark wood/composite/plastic trimmed cabin I was quite impressed. The dash has very few similarities to the Ford and I just loved the black leather interior seating which I always wanted in a truck, but could never seem to find. The heated/air conditioned two person memory front seats are something you have to experience for yourself to appreciate. Just think no more sweaty butts on a hot day. It's an option that I believe all high-end cars should have. The awesome 6-speaker 290 watt Alpine stereo system has a built in 8 inch subwoofer behind the cool console. The console fits very well between the extremely roomy rear leather bucket seats, which also fold down flat.

At first, I thought that the legroom on the driver's side was a bit cramped until I noticed the pedal height adjustment switch, which I have no use for since I'm 6'4". Nonetheless, it's a nice feature for the vertically impaired. The overhead console houses a compass and trip/mileage computer and control for the power moon roof. The lower center console houses a six disc CD changer and below the dash resides an optional GPS navigation system with a small woman inside who tells you which way to go. Very nice, you don't have to pay attention to where you are going since she'll tell you where to turn ahead of time! The automatic climate control keeps the temperature just right for both front seat occupants. The semi-leather wrapped steering wheel has convenient stereo and cruise control buttons and has a dark wood plastic trim on the top and bottom for a nice appearance. However, I, personally, would prefer that the wheel be completely wrapped in leather for comfort.

Driving this truck was quite a pleasure. Acceleration was excellent thanks to a 5.4 liter fuel injected, 32 valve V-8 with 300 horsepower and 355 foot pounds of torque. It makes a capable tow vehicle too, as it has a built-in class III/IV tow hitch and a decent 8,700 lb. Towing capacity with auto leveling rear suspension. I understand that the engine management system will control wheel spin through the limited-slip differential, so you shouldn't get stuck at the boat ramp.

Handling is firm and supple, especially through large irregularities; thanks to acceleration sensitive gas shocks bolted to independent short and long arm front suspension and five-link rear suspension. I did notice though that the vehicle did not handle repetitive freeway expansion joint bumps as well as my Edlebrock shock equipped F-150. It got the spare tire around my waist reciprocating for a while down the road. Maybe it was the

shocks or stiffer springs I don't know. Steering was very tight and responsive. It cornered like it was on rails and stayed very flat in turns. For a pick-up truck it had very little body roll. This was probably due to the fat sway bar up front and 18" wheels with all season tires, which along with the excellent four-wheel anti-lock breaks handled the stopping chores flawlessly.

You would never want to throw anything dirty, rough or nasty into the beautiful flat, carpeted, LED strip lighted, brushed aluminum clad cargo box. It's perfect for someone who has to haul around and lock up something like sales samples, golf clubs, etc. But, for me the rugged outdoorsman it's the only thing that would keep me from buying the Blackwood (besides the price that starts at \$52,500.) First, as far as I can tell, there is no easy way to remove the tonneau cover, which is a problem if you need to haul motorcycles, quads or anything that stands more than two-feet high. Second, instead of a tailgate, it's equipped with two swinging doors, so you can't use a bed extender. But it is easier to reach in and grab whatever is in the bed. It's not perfect for anyone who might need a truck to move furniture for a family member or friend, which may be good or bad depending on how you want to spend your weekend. But if you want to attach a trailer to tow the furniture, then the Blackwood would be an excellent source of power to handle the job.

Now that the Blackwood is making an exit, it would be a wise move for Ford/Lincoln to produce something to take its place to compete with the high-end GMC Denali pick-up, which is basically the same idea as a Blackwood with a few added touches that Ford/Lincoln should consider adding like all wheel drive, four wheel steering and chilled cup holders.

In summation, I'll say that I fell in love with the Blackwood. I really did not want to give it back after test-driving it! It's a beautiful truck and boasts many creature comforts. It handles great and has plenty of power. Another big plus is that it is rare. So you will rarely see anyone else with one which is pretty cool. It really does turn heads!



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