

# Motors of Moment

*Valve Bounce* acclaims the Acclaim

Launched in October 1981 under the slogan 'totally equipped to triumph', the Acclaim was the first volume production car to be built in the UK in collaboration with a major foreign manufacturer, Honda of Japan. Only 18 months separated the BL/Honda agreement from the production of the first car. It was based on the Honda Ballade, which had first appeared in Japan in 1980. Initially, there were three models, all with the same 1335 cc all-alloy, overhead-cam engine, which was transversely mounted, driving the front wheels via a five-speed manual gearbox or a three-speed semi-automatic known as triomatic. The HL model retailed at £4688, the HLS at £4988 and the top of the range CD at £5575. Optional extras included air conditioning (HLS and CD) and triomatic (all models). Head restraints, headlamp wash units, push-button radio/stereo cassette player and tinted glass were all standard on the CD model and there

were various other option permutations on the other models. A lesser equipped L model became available in 1982, as did the Avon Coachworks special version that included two-tone paintwork, vinyl roof, Connolly leather interior and burr walnut facia and door treatment.

Manufacture of the Acclaim continued at BL's Cowley plant until 1984 when it was replaced by the Rover 200 series. At that time, the total number of units produced amounted to 133 626. Road testers at the time were complimentary about the car, praising the comfortable ride offered by the all-independent suspension and the respectable output of 70 bhp at 5750 rpm, which gave a 0-60 mph time of 11.9 seconds and a maximum

speed of 92 mph. Fuel consumption was about 30 mpg overall or 39 mpg touring. Instrumentation is comprehensive but the Japanese style of switchgear was liable to be criticised for being fussy and boot space is modest at 9.6 cu ft. During the production run there were no major changes to the car and it achieved an

envious reputation amongst dealers for reliability and there are still quite a large number of them about, some with a relatively low mileage.

On the following pages we reproduce the *Motor* road test of

*“Head restraints, headlamp wash units, push-button radio/cassette player and tinted glass were all standard on the CD model”*

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TRIUMPH ACCLAIM CD

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