

The History of LBA 24

1962 Bentley S-2 Long Wheel Base



On 4/10/1962, H. R. Owen purchased this car from Bentley Motors for G. Vanderulel in Great Britain. The car made its way to Indianapolis, Indiana in 1974 and then languished in a barn in Harlan, Kentucky until it was purchased in 2003 by Regal Limousine. The odometer showed 61,235 miles. The paint scheme was black and silver, typical of this period.

With the election of socialist governments in England, the era of coach built cars for the aristocracy of civilized society was nearing its demise. Park Ward created only 57 of the long wheelbase versions.

The Bentley S-2 is indistinguishable from the Rolls Royce Silver Cloud II, except for the grill and name badging.

Our Bentley is 4" longer (127") than the standard steel saloon of the era and this length is greatly appreciated by brides with their flowing wedding gowns.

The original vehicle cost £5660 14S 2d (\$100,380 – adjusted for today's dollar). Restoring and reconditioning this Bentley took more than six months with an additional investment of \$20,000.

Rolls Royce and Bentley have always stood above the pinnacle of the world's luxury market and Regal Limousine Service, Inc. reflects this image.

Quote

"What you are doing with your Rolls Royces and Bentleys is tantamount to the aristocrats of Europe opening up their castles for the common man."

Regal Limousine Customer

In 1955 THE CREWE, ENGLAND, headquarters of Rolls-Royce unveiled a pair of new cars. In one corner, wearing the Spirit of Ecstasy, was the Rolls-Royce Silver Cloud and in the other, wearing the venerable flying B, was the Bentley S. These Cloud cousins shared a chassis, running gear and most bodywork. Unlike most previous offerings from Rolls Royce and Bentley, the four-door, steel body work was standard and came from the factory.

There was nothing particularly modern about the new duo from Crews. Front suspension was independent by unequal wishbones and coil springs, with the live rear axle suspended by semi-elliptic leaf springs. Front drum brakes were hydraulic, while in a serious throwback to the past, the rears used a mechanical linkage. Initially, the Silver Cloud and S-series relied on the company's reliable and somewhat aged 4.9 liter F-head straight six, which drove the rear wheels through a four-speed automatic transmission.

The change that resulted in the Silver Cloud II and S2 cousin was the introduction of a 6230-cc overhead-valve V8. How powerful was this big, new engine? Well, under Rolls-Royce management, neither firm believed in releasing power figures, but a good guess would be about 200-hp with a very good dose of torque at a low engine speed. Although not a particularly fast car, the 4434-pound S2 would reach 60 mph in less than 11 seconds. But, despite a flat-out velocity of 113 mph, speed was not what this car was all about.

Climb into this beautiful white 1962 S2 and settle into the leather bench seat behind a huge Bakelite steering wheel. Turn the key, press the button, and the big, smooth engine can barely be heard. Move the long lever for the four-speed transmission into drive and the large car moves gently away. It's not that it's slow or anemic; it's just that this car isn't intended for sporting driving. It is designed for comfort and poise, something the fairly basic suspension-particularly the live rear axle on its cart spring, delivers so effectively. With power windows and air conditioning, this car came with an extensive array of standard equipment.

The S2 retains its original burgundy leather interior in fine condition. In 2003, the body was extensively restored. At the same time, a new front carpet was fitted, along with a refreshed headliner. Brakes and other mechanical systems were also attended to, and it shows when the car is under way.

Features and Specifications: 1962 Bentley S-2 Long Wheel Base LBA 24

Engine 6233-cc All alloy V-8, 200-hp
Twin Skinners Union (S.U.) carburetors.
Torque is 325 lbs. ft.
Curb-side weight is approx. 2 tons
Stainless steel trim
Power assist steering and servo assist brakes
Factory boot air conditioning with left and right fan rheostats
Automatic gearbox

Manual ride control
Electronically operated doors and division window (with front and rear switches)
Opening rear quarter lights
Proper Right Hand Drive (RHD) steering
Lucas electric windscreen washers with glass reservoir
Red tell-tales on nacelle lights

Interior Adornments:

Italian Walnut Trim
Three picnic tables
Push-button radio mobile set with dual volume controls
Red Connolly leather hydres (original) with red piping
Pair of dowager straps

Roof reading lamps
Fawn head cloth
Maroon carpet
Reclining seat squabs
Owner and chauffeur key sets

The optional red and white parking lights at the door pillar tops met French regulations in the 1960's.