

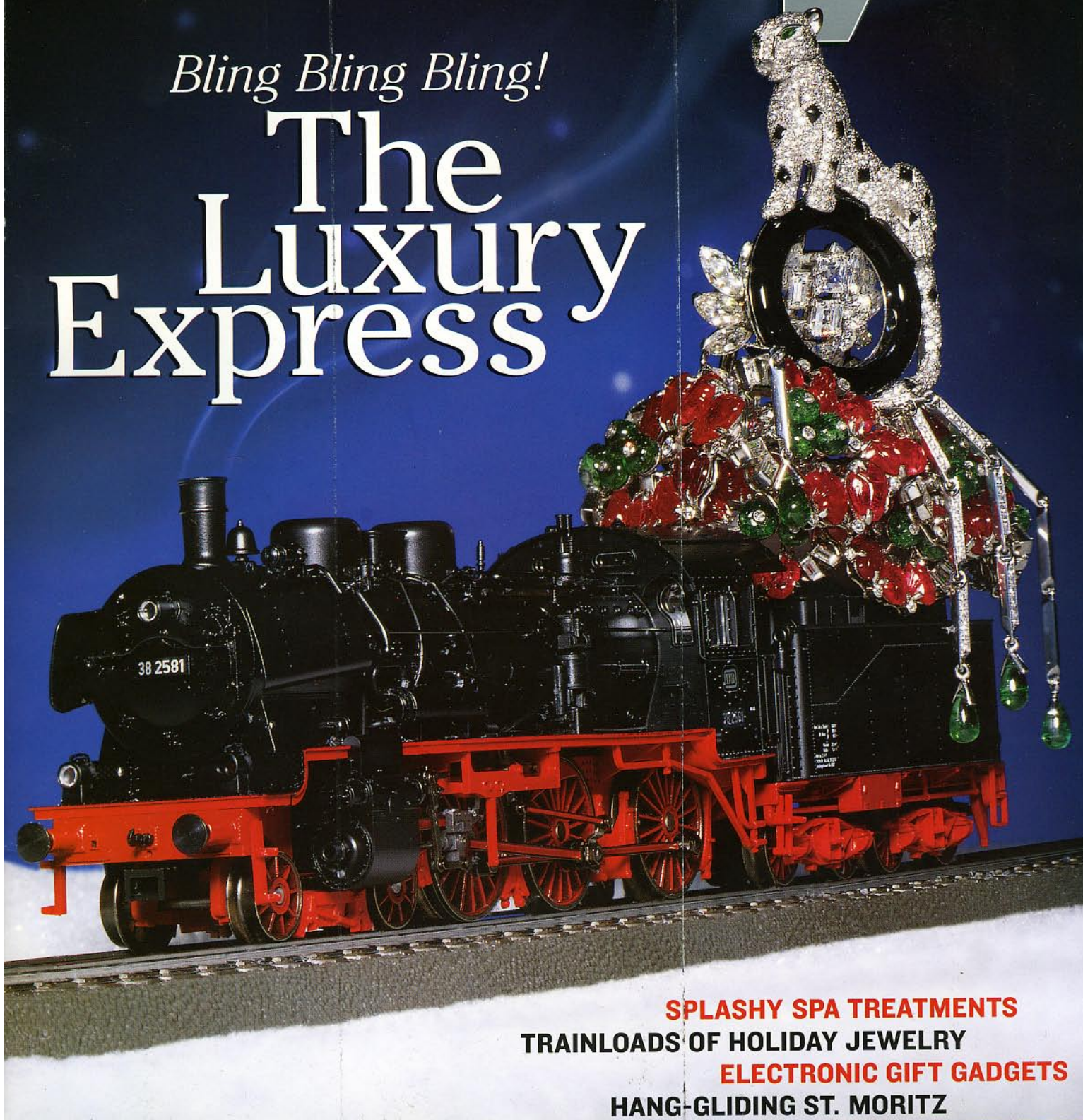
WINTER 2004

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Bling Bling Bling!

The Luxury Express



SPLASHY SPA TREATMENTS
TRAINLOADS OF HOLIDAY JEWELRY
ELECTRONIC GIFT GADGETS
HANG-GLIDING ST. MORITZ

Wheels by Patrick Cooke



An All-New Look

Question: When is a coupe not a coupe? Answer: in January 2005. You'll kindly observe that the new Mercedes-Benz CLS500 features the low-slung profile of the classic coupe, and yet has—what's this?!—four doors. The 302 hp, 5.0-liter V-8 is a further departure from the Benz tradition, targeted to appeal to the young set, whose misguided search for individual flair may have led them in the past to, let's just say, other European brands. So how do you lower the roofline and still offer headroom and ease of entry into the backseats? We have no idea. But it seems to work. The CLS500 seats four and only four people. Not five. Not six. To guarantee that you understand this, a fixed center console sits sternly between the back two seats. The driver will have fun futzing with the CLS500's suspension system, which offers three different ride settings from comfort to sporty. *To be priced in the mid-\$60,000 range. www.mbusa.com.*

REBEL REBEL

If the Guggenheim Museum ever revives its Art of the Motorcycle exhibit, we suggest Confederate Motorcycles' F124 Hellcat for its front window. Handcrafted in limited numbers at a small workshop

in New Orleans, the 1930s-inspired F124 is derivative of no other design on the road. A lightweight, superrigid frame supports an S&S V-Twin engine that turns out 140 hp. Straightforward, fast and easy as hell to ride. \$60,000. (504) 561-9122, www.confederate.com.

