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# WELCOME TO SOUTH WESTERN NORWAY

## NEW MAZDA CX-3 AND GT SPORT SPECIAL EDITION: NORWAY DRIVE

Ahead of you lies more than 650 miles of driving in the updated Mazda CX-3 model range, tackling superbly engineered roads constructed through breathtaking scenery universally acknowledged to be amongst the most spectacular anywhere in the world.

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## UPDATED MAZDA CX-3 AND NEW GT SPORT SPECIAL EDITION

Launched in June 2015, the Mazda CX-3 brought new levels of sophistication, style, driving pleasure and equipment to the burgeoning small SUV market.

The updated, 2017 Mazda CX-3 builds on this with technology upgrades to both Mazda's i-ACTIVSENSE safety systems and the SKYACTIV-D diesel engine, while across the board the CX-3 benefits from the introduction of G-Vectoring Control (GVC), subtle suspension revisions and increased sound insulation to improve cabin refinement.

The revised 13-model Mazda CX-3 range features eight 2.0-litre SKYACTIV-G petrol and five SKYACTIV-D 105ps diesel models. Offered with either 120ps or 150ps, the 2.0-litre petrol engine accounts for 80% of UK sales. Available in all trim levels, with both SKYACTIV-MT manual and SKYACTIV-Drive automatic transmissions, the 120ps engine with front-wheel drive makes up the bulk of the line-up. The 150ps engine is matched exclusively to all-wheel drive (AWD).

As before, the SKYACTIV-D 1.5-litre diesel engine completes the engine line up. As with petrol versions, front-wheel drive models make up the majority of the range, although the 105ps SKYACTIV-D Sport Nav AWD is offered with both manual and automatic transmissions. With emissions of just 105g/km, the front-wheel drive SKYACTIV-D returns official combined cycle fuel economy of 70.6mpg.

Mazda's smooth and efficient 1.5-litre SKYACTIV-D engine now features Transient Control, which ensures a more positive throttle response by reducing turbo lag and boosting torque to deliver a petrol-like engine feel. The engine also benefits from the introduction of Mazda's Natural Sound Smoother (NSS) technology; this features a dynamic damper inside the piston pin, which suppresses resonance from the piston and connecting rod to reduce knock noise during starting and low-speed acceleration.





All models in the revised Mazda CX-3 range feature a new steering wheel, while enhanced cabin refinement across the range is achieved through the adoption of extra sound absorbing material in key areas like the dashboard, tailgate, transmission tunnel and boot. In addition, petrol models now feature re-tuned engine mounts that reduce resonance entering the cabin.

This improvement in refinement is matched to subtle enhancements to the Mazda CX-3's already driver-focused dynamics. Revised front and rear damper specifications and new front lower arm rear side bushings improve ride quality, while recalibration of the electric power steering has improved the precision and linearity of the steering. Overall, controllability during cornering and straight-line stability has been improved, whilst better ride quality and reduced cabin noise have enhanced occupant comfort.

Adding to this dynamic improvement is the introduction of G-Vectoring Control (GVC), fitted as standard across the Mazda CX-3 range. The first of Mazda's SKYACTIV-VEHICLE DYNAMICS technologies, GVC indiscernibly varies engine torque to optimise loading on the wheels when cornering, which provides more precise handling and improved comfort.

Standard from SE-L Nav trim upwards, Mazda Advanced Smart City Brake Support has been upgraded; the adoption of a forward facing camera now allowing for pedestrian detection. Moreover, the upper limit at which the system operates is raised from approximately 19mph to 50mph, and the vehicle collision avoidance speed limit from approximately 12mph to 31mph.

Other new equipment highlights on the upgraded Mazda CX-3 include heated, auto-power folding door mirrors across the range, and, on Sport Nav models, a heated steering wheel and a colour head-up display. In addition, a power adjustment and memory function has been added to the optional half stone leather/half black LUX SUEDE® seats.

Joining the 120ps SKYACTIV-G petrol line up, the new GT Sport special edition is offered in a limited run of just 500 cars. Available with manual or automatic transmission, the GT Sport features the same generous standard equipment specification as the Sport Nav, but adds to the CX-3's appeal with unique styling cues and high-class interior trim.

Its stand-out aero kit designed to enhance the CX-3's coupe-like profile and sharp lines, the GT Sport features front, side and rear skirts with silver inserts, a black rear roof spoiler and 18-inch silver alloy wheels, giving it a uniquely high-end and sporting look. This is complemented by a no cost choice of Ceramic Metallic or Meteor Grey Mica paint. On board, the premium feel continues with Nappa leather and unique GT-Line floor mats.

'We wanted to make a compact crossover SUV that would support customers' creative lifestyles', commented Mazda CX-3 Program Manager Michio Tomiyama. 'The model has been very popular thanks to its unique and stylish design and it was a top-three finalist for the 2016 World Car Design of the Year award. This quality-focused update ensures the CX-3 will continue to resonate with cutting-edge customers who feel strongly about their cars'.







## NORWAY: AN INTRODUCTION

Given their propensity to subsist almost entirely on hot dogs and pizza (jingles accompanying TV adverts for Pizza tend to top the Norwegian pop charts), it's something of a miracle that, as a nation, Norwegians seem so hale and hearty.

This probably has much to do with their devotion to the great outdoors. And no wonder, because what a great outdoors it is, both in scale and splendour...

As aficionados of that indispensable traveller's companion The Hitchhiker's Guide to the Galaxy will recall, it was the wonderfully named Slartibartfast who created Norway, and he was particularly proud of the 'lovely crinkly edges', for which he won an award.

Rightly so, because the landscape of south western Norway is like Scotland on steroids, with a shocking plumbing problem. The only time the landscape is level is when you're out on the water in a fjord, the sea having encroached miles inland to fill the glacier cut valleys to a depth that often mirrors, or even exceeds, the height of the surrounding peaks.

In some areas the geography is like a giant zydeco washboard with the ridges sharpened to a cutting edge and the troughs immersed in water. So far do the fjords penetrate in land that often the only way to distinguish between fjord and lake is to look for seaweed as the evidence of a low tide.

The Norwegians do love a precipice - every viewpoint platform not already hewn by nature itself is built overlooking, and usually overhanging, some vertical cliff face of daunting proportion.

And the vistas are simply enormous; entire villages -painted in that shipping anti-fouling red unique to Scandinavia- are reduced to a size that makes it easy to believe you're looking down on the world's most elaborate N gauge railway train set.



Offering Norwegians a great escape from interminable, expensive ferry crossings and the road closures that can add hours to any winter journey through this landscape, there are currently some 162 road tunnels in Norway, with many more in the pipeline.

Norway plays host to both the longest -the Laerdal- and the deepest -the Eiksund- tunnels in the world. But even some of the lesser offerings are startling feats of engineering. The Atlantic Road, for instance, finishes with a tunnel that goes so deep that one wouldn't be surprised to find a ferry crossing at the bottom, with Charon at the helm ready to take your fare.

There are now even plans to build the world's first tunnel for ships. Planned for completion in 2023, the 1.7 kilometre-long Stad Ship Tunnel has been designed to accommodate both cruise and freight ships weighing up to 16,000 tonnes, cutting through the narrowest point of the Stadlandet peninsula, the northern tip of which is regularly subjected to some of Norway's worst weather.

Everything in Norway is expensive, but the cost of food -perhaps explaining the predilection for pizza and hot dogs- is positively prohibitive. Which is why those living close enough habitually cross the border into Sweden to do their grocery shopping.

Finally, a word on alcohol. Norway must be the only country in the world in which - in a 1919 referendum - the population actually voted in favour of prohibition, which remained in force until 1927. To this day, acquiring strong drink represents something of an achievement; all-too-scarce state outlets called Vinmonopolet being the only place outside bars and restaurants where you can buy wine and spirits.

This, for those driving, is a good thing. Because at 0.02%, the allowable blood alcohol content is lower than a snake's belly, and the penalties more often than not involve the throwing away of the key.







## THE LAERDAL TUNNEL

The 24.5 kilometre Laerdal tunnel is the longest road tunnel in the world. Lasting five years, work began on the tunnel in 1995, a combination of computer-controlled drilling and blasting -the latter involving the placement of a stick of Anolit dynamite in each of 100, 5 metre-deep holes for each blast- creating a 30ft diameter tube through solid rock up to 3,300ft below the surface.

Given the cultural importance of the landscape and the value of all-too scarce agricultural land nearby, the disposal of some 2.5 million cubic metres of excavated rock proved something of a problem. As a result, more than half the tunnel was built from a 2.1 kilometre-long access tunnel in the nearby Tynjadal valley, where the majority of the excavated material was deposited.

Air quality within the tunnel is maintained by both ventilation and purification. Large fans draw air in from both entrances and polluted air is expelled through the Tynjadal access tunnel, now serving as a sole ventilation shaft.

The Laerdal is the first tunnel in the world to be equipped with an air treatment plant. Located in a 100 metre wide cavern some 10 kilometres into the tunnel, the plant filters dust, soot and nitrous oxide from the air via electrostatic and carbon filters.

The tunnel is divided into four sections separated by three large mountain caves set at 6 kilometre intervals. Designed as break areas to relieve claustrophobia during the 20 minute drive through the tunnel, the caverns are lit in blue with yellow fringe lighting to replicate a sunrise.

Radio and mobile phone signals remain at full strength throughout the tunnel, and, sadly -there being very few other completely straight roads in the region- speed cameras have now been installed to combat the truly impressive velocities achieved by some drivers in the past.

## GEIRANGERFJORD

One of Norway's most visited tourist spots, the Geirangerfjord has been included on the UNESCO World Heritage List since 2005. The fjord is a spectacular, 15 kilometre-long branch off the Sunnlyvsfjord, which is itself a branch of the 110 kilometre long Storfjord, the fifth longest fjord in Norway.

County Road 63 is the only way to gain access by vehicle to Geirangerfjord; one road into, and the same road out of, the diminutive village of Geiranger, huddled at the head of the fjord on the only pocket handkerchief-sized parcel of flat, emerald green land for miles around.

Those approaching from the south have their first breathtaking view of this exquisite inlet, hemmed in by some of the steepest mountains on the entire west coast, from the top of the Flydalsjuvet gorge high above.

Nowhere in Norway is the impossibility of road engineering better exemplified than in the sight of mountain flanks ranging from the vertiginously steep to the plumb vertical scything into the fjord from as high as 5,500ft, plunging on uninterrupted by any semblance of shoreline to depths of up to 1,300ft below sea level.

Framed by mountain ridges snugged up into the clouds like the shoulder blades of a miscreant hound copping an illicit snooze under the midday duvet, the vista is so vast that it calls for a mental recalibration of scale; the giant cruise ships that ply the fjord during summer months reduced to the size of pedalos on a municipal boating pond, and the towering waterfalls that flank both sides diminished to the dribbles of leaking faucets.





The road north out of Geiranger briefly skirts the dark waters of the fjord before climbing an accordion of hairpin bends to another fabulous lookout point at Ornesvingen. Here, the fjord's two most notable waterfalls - the Seven Sisters and the Suitor (the latter alleged to be wooing the former from the opposite shore) - come into view, as well as the mountain Akerneset.

Vertically faced Akerneset is said to be on the cusp of collapsing into the fjord, which would create a tsunami large enough to inundate several nearby towns, including Geiranger, within about 10 minutes...





## THE TROLLS' LADDER

The spectacular jewel in the scenic crown of County Road 63 as it ambles north from Geirangerfjord to Romsdalsfjord, the Trollstigen -variously translated as the Troll's Ladder or Trolls' Path- winds through eleven hairpin bends as it climbs to a plateau over 2,800ft above sea level at the junction of two vast glacial valleys.

First interrupted for an amiable bumble by ferry across the Storfjord, the road from Geiranger winds nonchalantly up an eye-wateringly verdant chain of valleys wherein stands of silver birch add a welcome deciduous mix to evergreen fir plantations. Rivers chuckle over boulder-strewn beds, taking a breather before boiling over the next set of rapids.

There are waterfalls everywhere. It's unsurprising that over 99% of the country's electricity is hydropower generated, and there's undoubtedly no phrase in Norwegian for 'hosepipe ban'.

Above the tree line, craggy mountain peaks are snow-capped even at the beginning of June, and the road verge remains defined by deep drifts of plough-perpendicular cut snow gleaming so achingly white in the sun that - on emerging from the stygian gloom of a tunnel - a driver's eyes are reflexively squeezed to the narrow slits of a High Plains Drifter, making sunglasses an essential.







At the top of the climb, a small plateau plays host to a view of astonishing majesty, made all the more spectacularly vertiginous by Reiulf Ramstad Architects' viewing platform which cantilevers out over a precipitous gorge. The eleven individually named hairpin bends of the Trolls' Ladder are accompanied over the cliff edge by the thundering Stigfossen waterfall, from which misting spray keeps sections of the road 600ft below permanently sodden.

Testament to the age of a road on which construction began in 1916 and was not completed until 1936, much of the Trolls' Ladder is not only steep, but also narrow, and vehicles longer than 41ft are prohibited. This, sadly, does not exclude our second favourite oxymoron, the luxury coach (Fun Run, since you ask) from proceedings; hence crocodiles of crawling cars are a commonplace occurrence.

Reaching the bottom of the descent, the road disappears into the distance along a perfectly U-shaped valley, its curved flanks cut so cleanly into the bare rock surface that they could, for all the world, have been excavated by a gigantic ice cream scoop.

## THE ATLANTIC ROAD

Though only a little over eight kilometres in length, the National Tourist Route Atlanterhavsvegen is rightly hailed as one of the world's best road trips.

Part of County Road 64 linking Molde to Kristiansund, this unique stretch of road right out on the edge of the Atlantic connects numerous small islands with a series of causeways, viaducts and eight bridges. In 2005, it was voted Norway's 'Engineering Feat of the Century'.

The Storseisundbrua is the longest and most imposing of those eight bridges, and a first glimpse is all it takes to understand why it is universally known as the Drunk Bridge. The disconcertingly warped cantilever took six years to build, work interrupted a dozen times by hurricane force winds.

Hundreds of tiny, low-lying islands pockmark the adjacent sound like surfaced midget submarines; a trip hazard for unwary shipping. Even on a calm day the North Atlantic swell slaps and tugs at this award-winning civil engineering with a sly malevolence that barely belies the destructive power unleashed by the ocean during a storm.

Unlike many Norwegian routes, the Atlantic Road remains open in even the most vile weather, and the contrasts between a sun-drenched drive on a balmy summer's day and a spume-soaked passage through the heart of a north-westerly gale are intoxicating in their extremes.

Undeterred by coming second behind the Trollstigen in the Norwegian newspaper Aftenposten's 2007 reader's vote for the country's most beautiful car journey, the Atlantic Road has, instead, the distinction of being voted 'The World's Best Place to Mend a Broken Heart' by the Lonely Planet travel guide in the same year.

'The Atlantic Road is the best place to go to contemplate how you got dumped', wrote the guide. 'Preferably in the autumn; the view, wind, waves and cries of the gulls are the perfect medicine, whether you are working through grief or recovering from being dumped.'





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## SPECIFICATIONS

For full new Mazda CX-3 technical  
specification and press kit go to  
[www.mazdacx-3press.co.uk](http://www.mazdacx-3press.co.uk)

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