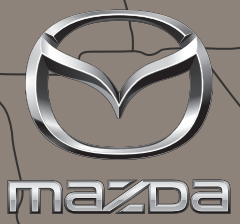




Trabzon

Ürgüp

Elazığ



WELCOME TO TURKEY

ALL-NEW MAZDA CX-60 AND UPDATED MAZDA CX-5: TURKEY DRIVE

Welcome to north eastern Turkey. Ahead of you lies over 1100km of exhilarating driving, of which some 200km comprises occasionally challenging yet always spectacular unpaved tracks, one section of which is considered by many to be amongst the most dangerous roads in the world.

Equipped with either front-wheel drive or intelligent all-wheel drive, both the new Mazda CX-60 and updated Mazda CX-5 are ideally suited to tackle the diverse terrain that awaits.

WELCOME TO TURKEY



ALL-NEW MAZDA CX-60

The all-new Mazda CX-60 represents a first for Mazda: it introduces the company's first plug-in full hybrid technology to the European SUV market. Expanding Mazda's SUV line-up, the all-new Mazda CX-60 is the first of two new models from the company's Large Product group to be introduced throughout Europe during the next two years.

Demonstrating Mazda's commitment to a multi-solution approach to sustainable mobility and the principal of the right solution at the right time, the Mazda CX-60 meets the growing needs of the segment with a wider choice of SUVs combining the latest environmental performance with the driving pleasure inherent in every Mazda.

The imposing strength of the Mazda CX-60's beautiful and dynamic styling conveys the intelligence and elegance of the latest developments in Kodo design woven into the toughness of the striking front-engine, rear-wheel drive SUV architecture.

The elegant, premium quality interior design mixes different materials and textures such as maple wood, nappa leather, uniquely worked Japanese textiles, chrome details, and a specially detailed instrument panel stitching.

Human-centric technologies have been rethought and refined to perfect the Jinba Ittai driving experience and, more than ever, meet the individual needs of the driver. The ground-breaking Mazda Driver Personalisation System will recognise the occupant of the driver's seat and automatically adjust the surroundings - seat position, steering wheel, mirrors, Active Driving Display, even the sound and climate control settings - to fit their physique as well as their personal preferences.

The Mazda CX-60 PHEV spearheads the European introduction of plug-in hybrid models with a powertrain which combines a Skyactiv-G 2.5, four-cylinder direct injection petrol with a large, 129 kW electric motor and a 355V, 17.8 kWh high-capacity battery. This combination of engine and motor makes it the most powerful road car Mazda has ever produced.





The CX-60's PHEV powerplant is mated to a new eight-speed automatic transmission and Mazda's i-Activ All-Wheel Drive system. Mazda Intelligent Drive Select (Mi-Drive) offers a choice of five drive modes.

Straight-six, 3.0 litre e-Skyactiv X petrol and 3.3 litre e-Skyactiv D diesel engines will also be introduced to the CX-60 powertrain range at a later date. Developed using the 'right sizing' concept which calls for optimised displacement to improve fuel and power efficiency, the 3.3 litre e-Skyactiv D engine offers a choice of two different power outputs - 200 PS and 254 PS. Featuring M Hybrid Boost - Mazda's 48V mild hybrid system - it combines high output with excellent fuel economy and emissions performance.

The Mazda CX-60 is based on Mazda's Skyactiv Multi-Solution Scalable Architecture, which features numerous enhancements that offer excellent driving dynamics. Adopting Mazda's human-centric approach, these include bodyshell rigidity that ensures drivers can feel vehicle response without lag, seats that make it even easier for every occupant to maintain balance while the car is moving, suspension that allows for supple movement on the springs, and Mazda's unique vehicle stabilisation control technology called Kinetic Posture Control (KPC) which promotes greater confidence even during high-speed or high G-force driving.

A comprehensive range of advanced i-Activsense driver assistance systems ensures active safety at the highest level, and targets a Euro NCAP 5-star safety rating.

Several new technologies debut in the Mazda CX-60: See-Through View - a next-generation 360-degree monitor with an extended field of view at low speeds; Hill Descent Control (HDC), which assists in safely descending steep slopes with slippery or rough road surfaces; Adaptive Cruise Control (i-ACC), which can now incorporate speed limits from Traffic Sign Recognition; and Vehicle Exit Warning (BSM) for rear-approaching road users.

Showcasing the company's first plug-in full hybrid powertrain, Mazda's new flagship model, the CX-60, represents everything the company has built into its DNA over the last 100 years, from outstanding exterior and interior design to the finest Japanese craftsmanship, the latest innovations in human-centric technologies and world-leading powertrains.

UPDATED 2022 MAZDA CX-5

Launched in 2012, the original CX-5 was the first Mazda to feature both Kodo design and Skyactiv technology. It set new dynamic standards, changing perceptions of how engaging a compact SUV could be.

The second generation CX-5 of 2017 saw Mazda's engineers deliver an SUV that took the Jinba Ittai car-and-driver-as-one design and engineering philosophy to the next level. Complimented by the introduction of G-Vectoring Control (GVC), the first of Mazda's Skyactiv-Vehicle Dynamic technologies, it became more comfortable, refined and responsive. Thereafter, successive updates have built on the many and diverse strengths of the second generation model.

Numerous interior elements have been refined and upgraded to raise the quality of both the cabin environment and its HMI technology. Connectivity has evolved to support both Apple CarPlay® and Android Auto™, and the latest MyMazda App Connected Services features. In addition, a digital, four camera, 360 degree monitor is available to aid manoeuvring in tight spaces.

Revisions to its powertrains, suspension, electric power assisted steering, and the adoption of G-Vectoring Control Plus (GVC Plus) further improved the CX-5's driving dynamics both on and off road. And enhancements to NVH performance and i-Activsense safety technologies have reinforced the CX-5's status as a stylish, spirited and intelligent vehicle, as well as one of the SUV segment's most enjoyable driver's cars.

A significantly updated version of this ever-popular SUV, the 2022 CX-5 introduces new exterior styling, and three new model grades to the range - Newground, Homura and High+ - which incorporate subtle individual differences to define their distinctive characters. In addition, the new CX-5 features improvements to on-board packaging and practicality, Mi-Drive drive mode selection, further driving dynamics enhancements and an expanded range of safety features.





The 2022 CX-5's bold new styling is an evolution of its award-winning Kodo Design. At the front a more three-dimensional and powerful grille design is combined with a new signature wing trim that no longer heads into the lamp cluster, while at the rear the new bumper shape and stronger taillight design sharpens the rear styling.

On-board practicality and convenience have been improved in the 2022 CX-5 by the addition of several new features. A wireless Qi charging pad located in the centre console allows for cable connection-free mobile phone charging.

To the rear, the height difference between the two-piece loadspace floorboard and the tailgate sill has been eliminated for easier loading and unloading of heavy cargo. Newground grade versions of the CX-5 feature a reversible floorboard with a water-resistant coating to the underside. The subtrunk itself is resistant to both water and scratching, making it ideal for the storage of wet, muddy clothing and footwear.

The 2022 CX-5 introduces Mazda Intelligent Drive select (Mi-Drive), which enables the driver to select the most appropriate drive mode with one touch of a switch. The i-Activ AWD system now benefits from an Off-Road Mode, which makes driving feel more natural on un-made and slippery surfaces.

Mazda's next generation of Skyactiv-Vehicle Architecture technology has now been applied to the 2022 CX-5, further evolving the bodyshell, suspension and seats to enhance ride comfort and reduce fatigue, while road noise has also been greatly reduced, particularly when driving on rough surfaces such as gravel.

Standard across the model range, an updated suite of i-Activsense safety systems now includes Cruise & Traffic Support (CTS). CTS helps reduce driver fatigue by assisting with accelerator, brake pedal and steering operations when stuck in traffic jams. Finally, the front Adaptive LED Headlights (ALH) have also evolved to give finer control over light distribution.

The CX-5 has grown into a core model for Mazda. It accounts for approximately 21% of the company's annual European sales, and is the second-best-selling car within Mazda's European model range. Globally, the CX-5 remains Mazda's best-selling model.

INTELLIGENT I-ACTIV ALL-WHEEL DRIVE

Thanks to newly developed control systems and new technologies to reduce friction, Mazda's i-Activ AWD system delivers a refined and stable ride in any driving situation while also achieving real-world fuel economy almost on a par with a front-wheel drive vehicle.

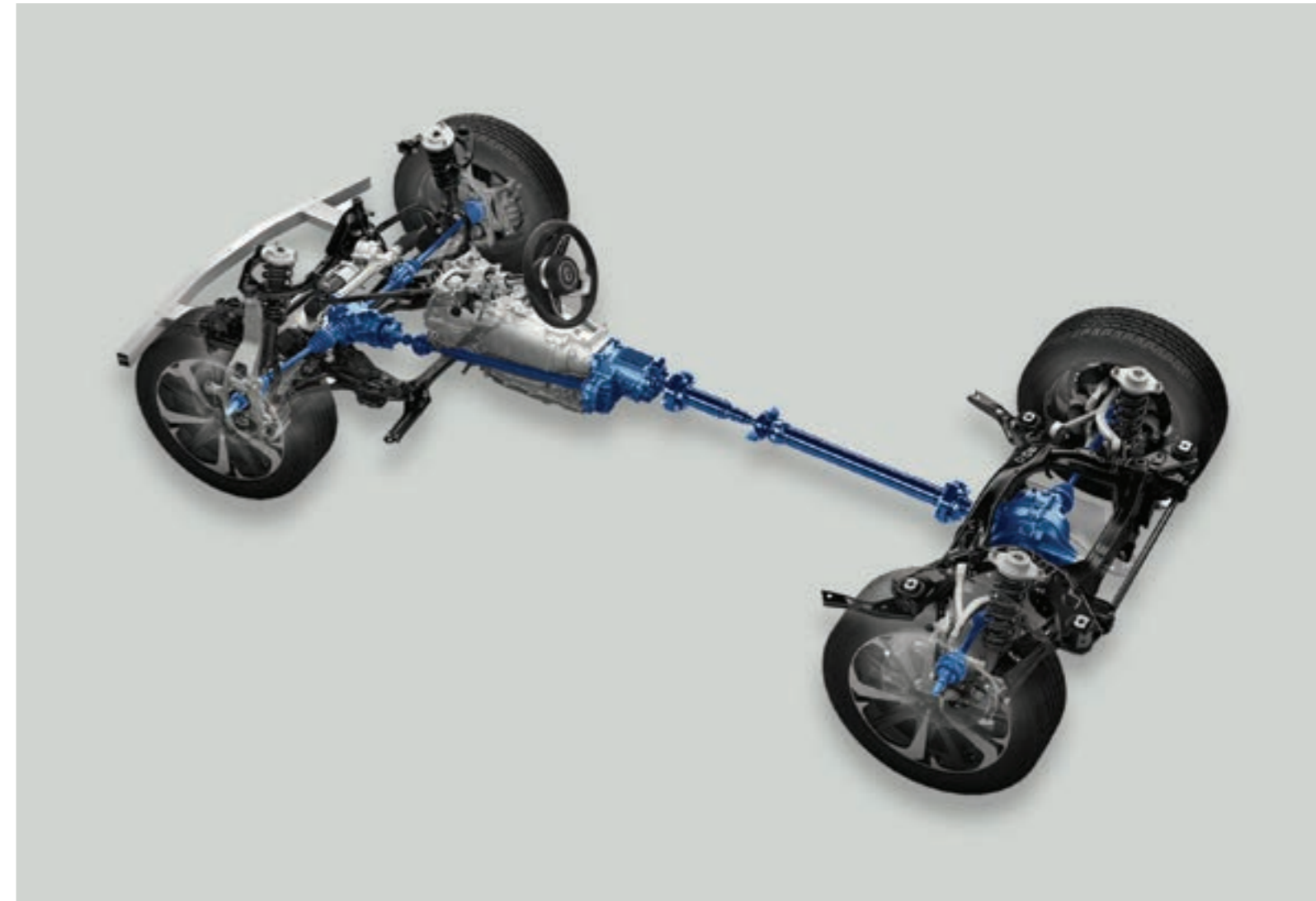
The system adds 'four-wheel vertical load' detection and works with GVC Plus (G-Vectoring Control Plus) to control torque distribution between the front and rear wheels, enhancing traction and grip regardless of the driving scenario. It also significantly reduces mechanical loss and contributes to improved fuel economy.

Newly adopted friction-reducing technologies include a rubber damper inside the power take-off unit that greatly reduces fluctuations in input torque sent to the rear-wheel-drive unit, and a new setting that applies a slight difference in the deceleration ratio between the power take-off and rear differential. By quickly adjusting torque distribution only when necessary, the system features positive response and enhanced real-world fuel economy.

The rear differential adopts ball bearings and the use of low-viscosity oil, along with a design that stores oil in the upper part and supplies just the necessary amount where and when required. These measures increase the precision of the AWD control unit while significantly reducing overall mechanical losses.

At the beginning of a turn, the AWD system will maintain the existing front/rear torque distribution to prioritise better turning response through the GVC Plus unit's engine torque control. After the initial turn in, the AWD system gradually increases the amount of torque sent to the rear wheels to realise neutral steering and more stable vehicle motion.

Harmonisation with GVC Plus also substantially improves rear torque response and linearity with respect to the driver's accelerator inputs. When accelerating, more torque is distributed to the rear wheels, and more to the front wheels when decelerating, maximising the traction performance of all four tyres. It also improves controllability, so the vehicle responds faithfully to the driver's intentions when engaging in active steering.





TURKEY: A POTTED HISTORY

Talk to any Turk about the complexities of British ancestry wrought by the invasion of the Romans, the French and that horn-helmeted mob with their open long boats and open sandwiches, and he'll probably just laugh in your face.

Because for the last 4000 years, with a regularity that puts even the tide to shame, Turkey - previously known as Asia Minor and then Anatolia - has been trampled all over by pretty much every advanced civilisation going. The Hittites, Persians, Lydians, Greeks, Romans, Byzantines and Ottomans, to name merely the key players, all left their take on art, architecture and culture in Anatolia before being supplanted by the next heavily armed influx...

Nomadic people chasing animals with sharpened bits of previously caught animals lived in Turkey from about 20,000 BC, but the region's earliest settlers were the prehistoric farming communities of Mesopotamia, living in the Fertile Crescent - the well-watered stretch of land between the Tigris and Euphrates rivers in what is now northern Syria and Iraq. Around 10,000 BC these early farmers began to venture into Anatolia, and by 7,000 BC had established the world's earliest communities along the shores of the Mediterranean, Red Sea and Persian Gulf.

The advent of metallurgy in the shape of first the Copper Age and then, from 3,000 BC, the Bronze Age, brought with it trade in metals, jewellery, weapons and tableware, which were exchanged for lapis lazuli, rock crystal and ivory both with the Assyrians from northern Mesopotamia - who developed a writing system on clay tablets to keep trade records - and with the Greeks via the city of Troy - which fell victim in 1,200 BC to what, realistically, to hold a body of men capable of doing anything more injurious than serving canapes, must have been an hilariously large wooden hoax.





Historians are uncertain about where the Hittites came from, but when they arrived some time before the second millennium BC, they brought with them the art of forging iron, which made them a powerful military force, and a language written in both cuneiform (wedge-shaped) script and hieroglyphics which, only deciphered in 1915, revealed a complex legal system, a highly developed sense of ethics and remarkably fair treatment for criminals.

The signing of the world's first written peace treaty put paid to endless dust-ups between the Hittites and Egypt, leaving the former's culture free to flourish throughout the region, reaching its peak around 1260 BC. However, as more Indo-European tribes invaded, most notably the Sea Peoples - early Iron Age maritime marauders from the Aegean and Balkan mainland - the Hittite empire crumbled and Anatolia entered a long cultural Dark Age.

Fast forward to the 7th century BC, then, when the Lydians, a powerful Hittite-related tribe, settled in Western Anatolia. Under the leadership of their king, Croesus, they conquered and annexed a hatful of Anatolian city states. Renowned silversmiths, they are credited with the invention of coinage; hence the expression 'Rich as Croesus...'

Meanwhile, a flowering of Greek culture and economy along the shores of the Mediterranean and the Black Sea set the stage for the next chapter. Lydian power endured until 546 BC, when Croesus was defeated by an ascendant Persian empire. Over the next half-century the Persians subdued both the Greek coastal cities and the interior.

In 499 BC western Anatolia revolted, but lacking adequate support from mainland Greece, the rebellion failed. However, somewhat miffed by even token Athenian support for the rebels, Persian king Darius I and his successor Xerxes attacked Greece. Huge mistake. They were soundly thrashed both on land at Marathon and Plataea, and at sea at Salamis and Mykale, thus paving the way for a new power to sweep out of Macedonia in 334 BC...

Enter Alexander the Great, who, with a diminutive Macedonian army, raced through Anatolia routing a Persian army twice the size of his own en route, then charged on into Persia, Egypt and even as far as India. Only when he reached the Himalayas in 324 BC did a mutiny by his knackered soldiers force him to turn back, and he died of malaria - or possibly poisoning - a year later, aged just 32.

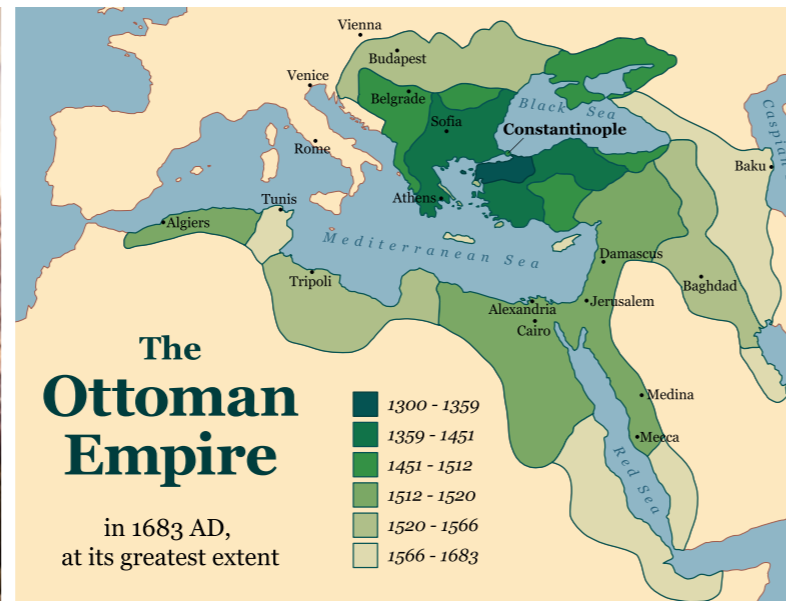
Interestingly, Alexander is the victim of one of the greatest misquotes to endure through the ages: 'When he saw the breadth of his domain, Alexander wept, for there were no more worlds to conquer.' Truth is, he wept because the prescient philosopher Anaxarchus told him there were 'worlds innumerable' out there. To which he replied: 'Have I not good cause to weep, that being as there are an infinite number of worlds, I am not yet the lord of one?'

The end of Greek rule inevitably paved the way for the Roman empire to expand eastwards. Though the Romans consistently got the better of the Greeks in battle, the art and culture of the latter dominated the Roman way of life. The Romans even adopted Greek as the lingua franca in their newly acquired territories east of the Adriatic sea.

Roman power in Asia Minor was, however, relentlessly challenged from the off. Indeed, troublemaker Pharnaces II - king of Pontus near the Black Sea in north eastern Turkey - attracted the wrath of Julius Caesar himself in 47 BC. Clearly miffed at having to leave his pregnant mistress Queen Cleopatra back in Egypt, Caesar used just three legions to administer a right thumping to Pharnaces' 20,000 men, famously reporting to Rome thereafter; 'Veni, Vidi, Vici.'

In AD 284, an increasingly unwieldy Roman empire was divided into two administrative units. Civil war inevitably followed and the victor, Constantine, moved the eastern portion's HQ to Byzantium, on the western shores of the Bosphorus. The new capital, consciously modelled on Rome, was renamed Constantinople.





By the close of the fourth century AD, the empire had formally split into two realms: the western one Latin-speaking and Rome-based, the eastern part - the Byzantine empire - Greek-speaking and focused on Constantinople.

Wracked by religious infighting (Constantine had converted to Christianity, which became the state religion of an empire that had long persecuted Christians) and civil war, and with its borders relentlessly nibbled away by Goths, Persians, Arabs, Normans and Turks, it's remarkable how long the Byzantine empire managed to cling on in Anatolia. But, with the sacking of Constantinople by the Fourth Crusade in 1204, the writing was on the wall...

And so, finally, around AD 1000, we come to the first involvement of the Turks in Turkish history. They had first appeared in seventh-century Mongolia - a nomadic mob whom the Chinese called 'Tu-kueh'. Moving westwards, they encountered the Arabs by the ninth century, who set about converting them to Islam. Some, under their chieftain Selcuk, opted for a settled life in Baghdad, but the majority - the Turcomans - swarmed onwards, fragmenting Anatolia into a patchwork of emirates.

Around 1290, the head of one such, Osman, gave his name to a dynasty - Osmanli in Turkish, Ottoman to the West - destined to become one of the greatest empires the world has ever seen. Though often associated with excessive opulence, the Ottoman Empire was also characterised by its efficient administration, religious tolerance and immense military power.

Key to that military might was a practice known as *devsirme*, which required rural Christian subjects to give one son to the service of the sultan. The boys converted to Islam, were circumcised, and trained meticulously to become either soldiers or administrators. Backed by a standing army, these celibate soldiers, an elite force known as the Janisseries, proved unstoppable. And later, alas, uncontrollable...

With Constantinople finally taken by Sultan Mehmet II in 1453 and promptly renamed Istanbul, the Ottoman Empire reached its zenith under the leadership of Sultan Suleyman the Magnificent (1520-66). It stretched from the borderlands of southern Hungary to Yemen, and from the Crimea to Morocco.

Predictably, there immediately followed centuries of Ottoman decline. Though the sheer size of the empire inevitably came to be a fundamental problem, government proved increasingly difficult due to issues much closer to home. Home in this case being the vast Topkapi palace built in Istanbul by Mehmet II.

Like badly mixed muesli, sultana after sultana and concubines innumerable occupied the labyrinth of exquisite rooms that was the palace harem. No wonder, then, that sultan after sultan found himself increasingly reluctant either to stray far from Topkapi or focus on the business of day-to-day government.

Suleyman went one less than magnificent step further, breaking with Ottoman precedent to marry his favourite concubine, Roxelana. Scheming and ambitious, she persuaded the smitten sultan to murder his own son, one of her two sons and the grand vizier Ibrahim, leaving no obstacles to the succession of her first born son, the useless Selim.

Fuelled by the scheming occupants of the harem, nepotism and corruption flourished in the decadent palace atmosphere, and the early Ottoman principle of meritocracy was replaced by hereditary aristocracy and a lengthy run of utterly ineffectual sultans. Worse, by the late 17th century the Janissery corps was no longer celibate or religiously exclusive but, rather, prone to rebellion, a refusal to modernise and, on occasion, deposing and murdering the sultan himself.

It was pretty much all downhill for the next 300 years, then, and a territorially disastrous World War I proved the final nail in the coffin for the Ottoman empire. Happily, one colonel Mustafa Kemal was on hand to take the reins with the formation of the Turkish Republic in 1923, one of his legion modernising reforms being the introduction of surnames. He chose Ataturk - Father of the Turks.





THE BLACK SEA COAST

Extending from just east of Istanbul all the way to the frontier with Georgia, the Black Sea region is something of an anomaly, guaranteed to shatter any stereotypes you may be harbouring about Turkey. It is one of the most picturesque and culturally authentic areas of the country, and also the wettest.

The combination of damp northerly and westerly winds biffing in from the Black Sea, confronting the almost uninterrupted wall of the Pontic mountains behind the pencil-thin coastal plain, has created a relentlessly rainy and riotously green realm. The peaks force the clouds to disgorge themselves on the seaward side of the watershed, leaving central Anatolia beyond the mountain passes in a permanent rain shadow.

With a short summer season, the area sees few package tourists or backpackers, and most foreign visitors are inhabitants of the Gulf states, for whom rainfall boasts all the intriguing novelty value of sun cream to a Scot.

As with the weather, the sea here has its own peculiarities to boot. Fed huge volumes of fresh water by the rivers Don, Dnieper and Danube to the north, it's diminished not by evaporation but by strong currents through the Bosphorus and the Dardanelles. The resulting upper layer is of such low salinity that you could almost drink it. Were it not for the pollution. Not so much swimming, then, as going through the motions...

TRABZON

The earliest evidence of civilisation in Trabzon, the region's major city, dates from 7000 BC. Established as a Greek colony in the first millennium BC, the town grew quickly due to its position on the busy trade route between the Black Sea and the Mediterranean.

At the beginning of the 13th century, the Komnenos family established a Byzantine state with Trabzon (then Trebizond) as its capital. Under the rule of the Komnenos clan, the city gained a reputation as a beautiful, sophisticated cultural centre. The Genoese and Venetians came here to trade, as Trabzon was the terminus of a northern branch of the Silk Route. During this era, the city was the go-to destination on many a traveller's itinerary, including one Marco Polo...

The longest surviving rump Byzantine state, the city didn't fall under the Ottoman yolk until 1461, almost a decade after the fall of Constantinople. Nothing much happened in cheerfully cosmopolitan Trabzon thereafter, frankly, until the First World War, which did the city no good whatsoever.

It lost many of its young male Muslims at the battle of Sarikamis in 1914, its entire Armenian population to genocide in 1915, and most of its Greek inhabitants during the bizarre population exchange of 1923 when, after the Greco-Turkish War of 1921-22, both governments agreed to the simultaneous expulsion of Christians from Turkey and Muslims from Greece - enforced evictions involving some two million souls. Thereafter, closed borders with the Soviet Union meant the city could only begin to recover culturally and economically in the 1970s.

Today, the celebrated gilded roofs and cosmopolitan texture of ancient Trebizond long gone, the blunt reality of a bustling, modern Trabzon has just popped back up on the tourist radar, and investment in the infrastructure continues apace. Alas, however, Black Sea ferries no longer sail here, and it remains the largest city in Turkey to entirely lack a railway, which it needs for Black Sea freight. They've been talking about building one for over a century now, doubtless over a billion cups of tea...





TEA

You'd be forgiven for believing that nothing floats a Turk's beverage boat quite like a cup of coffee. After all, the Turks introduced coffee to Europe during the Ottoman raids into Central and Eastern Europe in the 16th century...

Truth is, however, tea is king. Turkey boasts the highest tea consumption in the world, with 96% of the population drinking an average of 10 cups of cay, pronounced chai, per day, which equates to seven pounds of tea per person per year.

The moist climate of the Black Sea coast provides superb growing conditions. East of Trabzon, the tightly trimmed bushes are planted everywhere between sea level and about 600 metres to the exclusion of almost all other crops. As picking the tender leaves (tomurcuk - the flowering bud of the bush - makes the best tea) is considered women's work, they can be seen during the six warmer months staggering to the nearest consolidation station under enormous loads of leaves in back-strap baskets.

Each year nearly a million raw tonnes of tea is processed in the cutting, fermenting and drying plants whose stacks are recurring regional landmarks. Oddly enough, though the first plants arrived from Japan in 1878, tea is a very recent introduction to the Black Sea and the industry didn't take off until the 1930s - the pet project of one Asim Zihni Derin, who imported the first plants to the region just before World War 2. Within a decade or so, tea became the mainstay of the local economy, overseen by Caykur, the state tea monopoly.

Despite the emergence of private competitors since 1985, and the Chernobyl reactor accident, which spread radiation over the 1986 crop, Caykur is still a major player in the domestic market. Some green tea is exported, but only because Turks prefer the black tea sold in local markets. Export of that remains unlikely because, despite Turkey ranking amongst the top five tea producers in the world, supply can barely keep pace with demand.

THE MOST DANGEROUS ROADS... IN THE WORLD

Incessantly vying with Bolivia's North Yungas Road - the infamous Carretera de la Muerte - for World's Most Dangerous Road honours, the 106 km section of Turkey's State Road D915 from Of on the Black Sea coast across the Pontic mountains to Bayburt is not for the faint-hearted.

And whilst the Death Road in Bolivia is today almost exclusively reserved for rubbernecking tourists, the Bayurt highway is a working road used by every conceivable, and the occasional faintly inconceivable, form of transport.

Built by Russian soldiers in 1916 after their capture of Trabzon (meaning they stood around with rifles, smoking, whilst forced labour did the digging), the vast majority of the road boasts no tarmac, no signage, no guard rails, 29 hairpin bends, precipitous drop-offs and notably poor odds on walking away from a prang.

The most challenging section of the road climbs the flanks of Mount Soganli to a pass some 7,644 ft above sea level. Called the Derebasi Turns, it employs 13 ludicrously tight switchbacks to climb over 1000 ft in only five kilometres, with a maximum gradient in some places of 17%. So best pack an anchor if your handbrake doesn't pass muster.

Loose weather often determined to spoil the traveller with four seasons in one day - it's entirely possible to enjoy fog, rain, sleet, snow, hail and sun in a single morning- and things can get very interesting indeed. Fog makes the lack of signage or guard rails somewhat exciting, whilst rain not only promotes mud and unsponsored slithering, but also washes parts of the road away and causes rockfalls. No wonder the road's closed to traffic for six months of the year...





On a smaller scale, but every inch as impressive and challenging, is the Stone Road of Kemaliye. Tucked away in the Munzur mountains, trundling along, and through, the vertiginous rock faces of the Dark Canyon - a rocky gorge so deep that the sun barely penetrates to the bottom - several hundred metres above the surprisingly torpid headwaters of the Euphrates river, the Stone Road is just 8.7km long, yet took, um, some considerable time to complete.

Desperate for a road connecting the Kemaliye district of Erzincan to central Anatolia, which the authorities refused to build because it was deemed too expensive, the locals began construction in 1870 without the aid of machinery of any kind. The first three kilometres of the route were cut through solid rock with nothing more sophisticated than picks and shovels, some sections resembling a formicarium wherein the ants have briefly tunnelled alongside the glass.

The authorities must have been impressed, because they did then grudgingly step in to help. And so, just 132 years later, the occasional 20 year breather notwithstanding, this testament to sheer bloody-mindedness was finally opened in August 2002.

At first the road was only big enough for pedestrians, but over time it was expanded to be wide enough for vehicle passage. Just. Today, this marvel of power tool-free persistence features 38 tunnels laboriously hacked through nearly five kilometres of rock. At its narrowest the road is less than two metres wide, and the tunnels are only just over two metres high.

At the road's first bridge, a memorial bears the long list of those killed during its construction. The Stone Road may not tax your trolleys in quite the manner of the Derebasi Turns, but it'll certainly put your driving skills to the test.

URGUP

Urgup is one of a handful of ancient settlements in the small but geologically extraordinary Cappadocia region, slap-bang in the middle of Turkey. The peaks of three volcanoes - Erciyes, Hasan and Melendiz Daglan dominate the skyline here, and it was their eruptions, some 30 million years ago, which covered the former plateau of Urgup with ash.

The compressed ash solidified into a material called tuff, overlain in places by layers of hard volcanic rock; usually basalt. Tough by name but not - in the face of a 10 million year timescale - by nature, the 100 metre deep band of tuff has fallen victim to erosion at the hands of water, wind and frost shattering, with some highly unusual, and in some cases downright, erm, enthusiastic results.

Though the region's dryness and ever-present dust give an impression of barrenness, tuff is in fact extremely fertile, and the peculiar formations of soft, dusty rock known as 'fairy chimneys' have been populated by troglodytes (from the Greek words trogle, 'hole', and dyein, 'to dive into') since the arrival of the Hittites in around 1800 BC.

With the fall of the Hittite empire some 600 years later, control of Cappadocia passed between every Tom, Dick and Harry with an army large enough to cling on, including the Lydian king Croesus who had it nicked from him in the sixth century BC by the Persians. Alexander the Great in turn ousted them in 333 BC, and the region then enjoyed 350 years of independence until becoming a Roman province.

Save for control of trade routes and the extortion of taxes, neither Roman nor Byzantine rule gave much of a fig for the region over the following centuries, making it an ideal location in which various faiths might flourish. Christianity was introduced in the first century by St Paul and, suffering increasingly frequent attacks from Arab raiders, the new Christian communities sought refuge amidst the tuff...

Whole cities were excavated underground, and included living quarters, stables, wells, ventilation systems and, of course, churches and monasteries.



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SPECIFICATIONS

For full new Mazda CX-60 and updated Mazda CX-5 technical specifications and press kits go to www.mazda-press.com

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