



## The NC

- NC1 built 2005 to 2009
- NC2 built 2009 to 2012
- NC3 built 2012 to 2015



The NC was the first all new design since 1989 and the chassis benefited from sophisticated design and newer high tensile materials such that it was much stiffer in both bending and torsion than the car it replaced (+22% in bending and +47% in torsion). It also got roll over bars built into the body as standard. Side air bags were added to the fronts.

For Australia, we also got the new (to MX-5's) 2 litre engine.

The car was much more comfortable to be in, was faster than the car it replaced but being slightly heavier and encompassing its occupants more, looked more "bloated". Many felt the MX-5 was moving away from its roots, but the car continued to evolve and still sell well.

With the more powerful and torque-ey engine, came the existing 6 speed gearbox from late NB's (built by Aisan) and a new 6 speed auto with paddle shifts on the steering wheel. LSD became standard in manual cars.

Late in the NC1 run, also came the power retractable hardtop which has proven very popular with owners and makes the car a very practical "around town" car.

With the advent of the NC2 came upgrades including a higher red line on the manual car, subtly changed suspension geometry and some changes to the software of the auto. Traction control was added – fortunately, there is a switch so it can be turned off!

The NC3 came along late in the model run and by this stage, sales were slumping plus the market was aware that the ND was in development and this potentially affected sale also.

During the NC model run, sales milestones were reached – 800,000 in Jan 2007 and 900,000 units in Feb 2010.

Many owners of NA and NB cars would often comment the NC had become bloated and had lost its MX-5 "purity" – many changed their mind when they actually drove an NC. The membership of NC's in the club certainly underlines they are a popular model!

There were numerous Limited Editions on NC starting with the 3<sup>rd</sup> Generation LE at the release of the NC. We have a number of these desirable cars here today. A number of others became available during the NC run plus an option on the NC2 cars of Recaro seats and BBS wheels was very popular.

The final Limited Edition, the 25AE was a beautiful car but was offered very late in the NC run and has therefore not enjoyed the same popularity as the 10AE and recent 30AE. That said, the offering in the USA sold out in 10 minutes!

