

## Next evolution



### NC2 – released 2009

Upgrade from NC1 incorporating numerous detailed modifications – including, but not limited to the following:

- Traction control
- Detailed changes to the engine in the manual including forged crank and floating pistons to allow higher red line (7500 rpm)
- Automatic retains NC1 engine
- Valve spring changes
- Detailed changes to front suspension geometry to drop roll centre
- Interior changes including dash insert going to silver from piano black and drink holders moved away from knee obstruction
- Auto selection slightly changed so it can be downshifted without moving gearstick to manual
- Some bodywork modifications including front “face” changes to match Mazda’s corporate family look
- Slightly improved fuel economy in both the manual and automatic
- Improved Bose sound system
- Storage nets moved from tunnel to doors
- Padding to centre console for elbow
- Improved sound control to remove drummy-ness
- Auxiliary in to sound system
- Seat height adjustment to driver’s seat
- *Sports Pack* option with Recaro seats and BBS wheels available on cars with the power retractable hard top



### 2011 – Special Edition

As per the standard NC2 but with the following detail differences:

- 200 released in Australia
- 17” unique alloy wheels
- Custom grey leather interior
- Complimentary stitching on steering wheel and handbrake
- Chrome instrument and air vent surrounds
- Bilstein shock absorbers
- Power retractable hard top
- Manual transmission only
- Metallic Mica paint – *Aluminium* (metallic), *Dolphin Grey* (Mica), *Sparkling Black* (Mica)