

OUT LAP



The Car Barn
Kielder Targa Rally



Sevens on the
Northumberland 250



Norton
Motorcycles

Car Barn
Drivers' Club

CB CAR BARN DRIVERS' CLUB



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Welcome to the first issue of Out Lap magazine!

When we first launched our annual newspaper back in 2023, we toyed with the idea of making a proper car magazine instead. I grew up reading car mags, as I'm sure a lot of our customers and Car Barn Drivers' Club members did, and they definitely helped to form my love for anything automotive and a desire to write about cars for a job. We ended up producing a newspaper, in the same vein as the publication we had been making at Aston Workshop for a number of years, and I'm very proud of the three issues we released up until 2025.

2026 is shaping up to be one of our best years yet at Car Barn Beamish, and with that in mind we revisited the magazine idea. We realised we now had the stories and the cars to make a magazine that our customers and guests would really enjoy. With Bob and Fraser at the helm the Car Barn is stronger than ever, while Jonathon, Chris, Dan, Lee, Adam and Ian form the core team that continue to push the Car Barn forwards. I'd like to thank them all for their help putting this magazine together, as well as Dan and Stuart (our Photographer and Graphic Designer) without whom this couldn't exist.

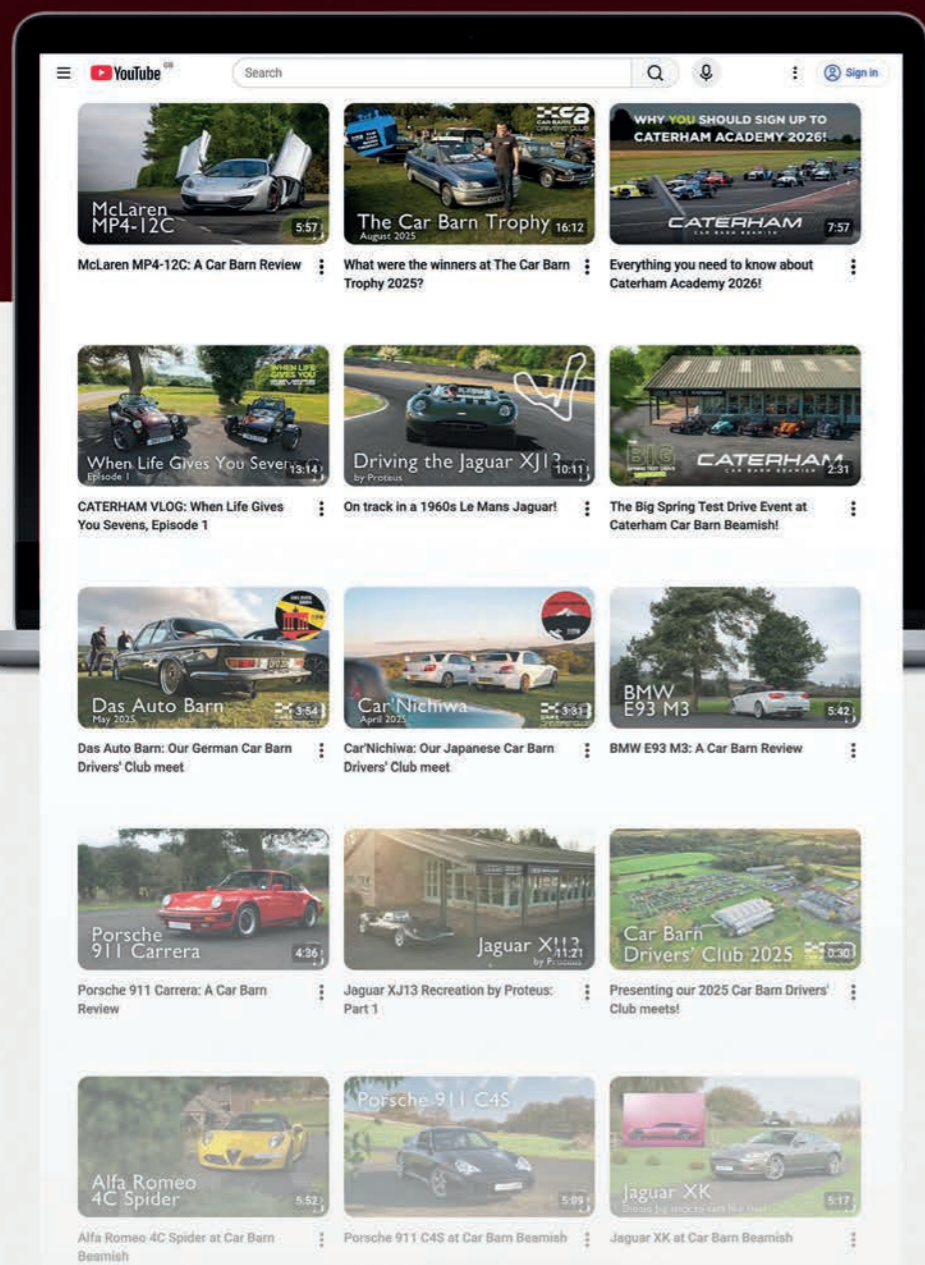
Finally, and most importantly, I hope you enjoy reading Out Lap as much we enjoyed producing it!

Jack Noble



Check out our YouTube Channel

The best place for a behind-the-scenes look at Car Barn Beamish



MEET THE TEAM

The Car Barn Beamish team continues to grow, led by Robert Fountain and his son Fraser. Jonathon Webb, Sales Manager at the Car Barn since 2021, continues to lead the showroom while Chris Shearer runs the specialist workshop. Dan, Lee and Adam carry out the service, restoration and repair work in the Car Barn Beamish workshop, working on a wide range of sports, prestige, classic and 4x4 vehicles, while Ian, the newest addition to the Car Barn team, looks after valeting and detailing. The Car Barn team are supported by Jack, Stuart and Dan who handle marketing and administer the Car Barn Drivers' Club.



Robert Fountain	Fraser Fountain
OWNER AND FOUNDER	MANAGING DIRECTOR

CAR BARN TEAM

Jonathon	Chris
SALES MANAGER	AFTERSALES MANAGER
Dan	Lee
WORKSHOP TECHNICIAN	WORKSHOP TECHNICIAN
Adam	Ian
WORKSHOP TECHNICIAN	VALETER

MARKETING TEAM

Jack	Stuart
HEAD OF MARKETING	GRAPHIC DESIGNER
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PHOTOGRAPHER/ VIDEOGRAPHER	

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2025: one of the busiest years in Car Barn Beamish history

The year started with our Drivers' Club quizzes at the Black Horse, which have been a lovely way of staying in touch with our members. It takes a bit of time to write each quiz, so it's nice to see them so well received. April was an exciting time for the Barn as the ink dried on our Caterham dealer contract, bringing the historic sports car brand to the North East for the first time. In May we hosted the Caterham Big Spring Test Drive Event welcoming over 50 enthusiasts to experience the thrill of driving a Caterham on the roads of County Durham. The Drivers' Club events were another success, helped in a small part by the weather being on our side. We had over 600 cars at each event, which in 2025 was themed by car-producing nation. Our long-standing affiliation with Hexham and District Motor Club continued as we shared a display stand with them at the Northumberland County Show, winning an award for "Best Stand" in the process. We also continued to sponsor the Kielder Targa Rally which was once again oversubscribed.

Sales wise we had another successful year at the Barn, buying and selling cars from all over the country. My personal highlight was driving our Proteus XJ13 to its new owner in Belgium, an experience not to be forgotten (not least due to the extreme temperatures we had to deal with! That V12 kicks out a lot of heat...).

I would like to personally thank everyone who helped 2025 be another fantastic year for Car Barn Beamish, and we hope you enjoy what we have planned in 2026.

Jonathon Webb

EXTRA EXTRA

Read all about it!



Test Drive Event returns for 2026

Following a booked-out event in 2025, Car Barn Beamish will be once again hosting the North East leg of the Caterham Big Spring Test Drive Event on the 5th and 6th of June. Open to existing Caterham owners or enthusiasts considering the purchase of a new Seven, the Big Spring Test Drive event offers a unique opportunity to try out the newest

Caterham models on a challenging on-road route. The Car Barn demonstrator fleet will be available for test drives, as will a number of models direct from the Caterham factory. To register your interest, visit the Caterham website; the team will be in touch to confirm your details and book your test drive slot.



Car Barn Beamish invest in McLaren Diagnostic Tool

The capabilities of the Car Barn Beamish workshop have grown once again with investment in the McLaren MDS diagnostic tool. Vital for the servicing and repair of McLaren models built before 2024, the MDS tool is normally reserved for McLaren main dealers making the

Car Barn one of the few independent specialists with this capability. McLaren servicing has already begun, with a range of models already having been through the Car Barn workshop. More information can be found on the Car Barn Beamish website.

Norton at the Barn

Norton Motorcycles has found a new home in the North East at Car Barn Beamish. Founded in 1898, Norton have produced some of Britain's finest motorbikes including multiple Isle of Man TT and World Championship winners. In 2026 they launch their brand new range of bikes, which will

be available at Car Barn Beamish for riders across the North East. The new range celebrates Norton's sporting history, featuring cutting-edge materials and manufacturing techniques as well as advanced 6-axis rider assists. For the full story on the new Norton range, head to Page 32.

BTCC at Croft Circuit

In August, Car Barn Beamish returned to Croft Circuit once again for Rounds 16, 17 and 18 of the British Touring Car Championship. A mainstay of the Car Barn event calendar, the BTCC at Croft is the premier race weekend in the North of England. In previous years the Barn has supplied

on-track recovery vehicles and displayed a range of sports, prestige and classic cars; in 2025 the focus however was on the new Caterham dealership, with two Sevens on display to visitors. The Car Barn will return to Croft in September this year for the eighth meeting of the 2026 BTCC race calendar.

PistonHeads Sunday Service coming to Red Row

As the Car Barn Drivers' Club enters its fifth year there's a new event on the Car Barn Beamish calendar. PistonHeads, the online motoring community founded in 1998, has chosen the Car Barn to be the newest venue for their Sunday Service calendar of events. On Sunday 28th June the Red Row Estate will host over 700

cars for a car meet like no other, with PistonHeads members travelling the length and breadth of the country for the first Sunday Service held in the North East.

Tickets can be booked on the PistonHeads website, with activities on the day to include guided tours of the Aston Workshop facility.

Proteus XJ13 delivered to Belgium

A rare Jaguar XJ13 recreation built by renowned Jaguar specialists Proteus has been delivered to its new owner in Belgium. Based upon detailed inspections of the original prototype race car, the Proteus XJ13 was produced in very limited numbers in the early 1990s. Chassis P90003 was the third built, utilising a 6.1L V12 built by Jaguar engine specialist Dave Butcher that benefited from fuel injection,

individual throttle bodies and dry-sump lubrication. Having come to the Car Barn showroom from a client in Germany, P90003 has returned to the continent following sale into a private collection in Belgium. A two-part series documenting the history of this particular Proteus XJ13, including a thorough on-track test at Croft Circuit, can be found on the Car Barn Beamish YouTube channel.

Caterham launch limited edition 310 Encore

Launched to celebrate half a century of naturally-aspirated Ford-powered Sevens, the 310 Encore represents a limited-number return of the 1.6L Sigma engine for the final time. With 152bhp, a 5-speed manual transmission, sports

suspension and race-inspired braking, the 310 Encore also features a range of exclusive cosmetic touches exclusive to this model. Only 25 examples will be built, with standard or large chassis options available.



FOR MATION ION LAP

Tucked away in the rolling hills of County Durham, Car Barn Beamish has quickly become one of the leading automotive spots in the North.

Independent sports, prestige and classic car specialists are few and far between. To find two of them, with their own country pub and on-site accommodation, would be a rarity indeed, and yet that's exactly what the Red Row Estate in Beamish, County Durham has to offer. With everything that Red Row features, it's no surprise that Car Barn Beamish has become the premier automotive destination in the North East.

Opposite: The Car Barn under construction in 2013, with an architectural design in keeping with the local conservation area.

01

The story begins in the 1980s when Aston Workshop, now a leading independent specialist with clients around the world, was established by founder Bob Fountain. An enterprise that began in the farm's sheep shed soon became an international leader in the care of Aston Martins, with the next step being the purchase of the neighbouring Black Horse Beamish pub. Over time there was a growing need for a dedicated facility capable of caring for a wider range of cars, and in 2013 the foundations were laid for a brand-new showroom and workshop for exactly that purpose.

02

Following the acquisition of MacDonald Racing the Car Barn began to work directly with a manufacturer with the formation of Beamish Morgan, the North East's only Morgan franchise dealer. This added the Malvern-based sports

car manufacturer to the growing list of marques Car Barn Beamish began to specialise in, and to this day British sports-car brands such as Morgan, Lotus and TVR are still well represented in the Car Barn showroom.

Above: Soon after formation, the Barn would become the northern home of Morgan Motor Company.



03

In 2022 the next chapters in the Car Barn story began with the formation of the Car Barn Drivers' Club as well as the arrival of INEOS Automotive. The Car Barn Drivers' Club, a series of monthly car meets attracting thousands of car enthusiasts, brought a new audience to the Car Barn while the INEOS sales and service agency opened up new doors for the Barn as an off-road and 4x4 specialist. A thorough redesign of the Car Barn Beamish facility soon followed with an upgraded workshop, refreshed showroom and brand new sales office.



04

A new partnership was formed in 2025 with the announcement that Car Barn Beamish would become the official Caterham dealership for the North East of England, offering sales, service and repair services for the full Caterham Seven range. The dealership was launched with a Car Barn Drivers' Club meet attended by the Caterham factory team followed by a two-day, fully-booked test drive event featuring almost every model from the Caterham range.



CATERHAM
CAR BARN BEAMISH

With over 35 cars in stock the Car Barn's reputation as an independent specialist has only grown since its inception, and visitors to the Car Barn will regularly be greeted by anything from exotic supercars to nimble, lightweight sports cars and sought-after classics. It's no wonder that Car Barn Beamish, part of the historic Red Row Estate and only a stone's throw from the world-famous Beamish open-air museum, has become the North's premier destination for automotive enthusiasts.

Top: The Car Barn Drivers' Club, formed in 2022, quickly became some of the regions largest car meets.

Bottom: Car Barn Beamish welcomed Caterham to the showroom in 2025.

TRANSPORTING YOUR CAR?



LOOK NO FURTHER

Aston Workshop and Car Barn Beamish have our own in-house transport service. Our fleet includes two covered transporters, an open transporter and a covered trailer meaning up to five cars can be moved at any time, while our van is also available for the transport of the various parts and accessories that may be in your collection.

Visit carbarn.co.uk to find out more.

ASTON WORKSHOP
CAR BARN BEAMISH
SPORTS, PRESTIGE & CLASSIC





CAR BARN BEAMISH WORKSHOP



Join Jack, our Head of Marketing, as he sits down with Workshop Manager Chris Shearer for a chat about the Car Barn Workshop.

Opposite: The Car Barn workshop cares for sports, prestige and classic cars from brands such as Ferrari, Bentley, Porsche and Lotus.

Jack Noble: Here we are in the Workshop, it's looking great as per usual.

Chris Shearer: We have the outlook really that if it's clean and tidy, it contributes to an attitude of tidiness and being professional. It looks so much better if everything's organised and in its place. And it motivates other people to keep it that way, ship-shape if you like. When a customer comes through the door with their Ferrari, they want to take it somewhere that looks cared for, and clean and tidy.

JN: We've got a new floor, and a new ramp. How helpful has that been already?

CS: The old floor was showing its age a bit, and we wanted to keep the look of the place fresh. It's great to have a new 'static ramp', for jobs that might last a

few days or a few weeks while the everyday jobs come in and out. The guys' ramps are kept for day-to-day stuff, and the extra ramp can hold a car that's waiting for parts, or the engine is out for example.

JN: As I'm writing there's a Conti GT, an E-Type and a TVR on the ramp. That's a pretty eclectic mix of cars.

CS: This is a typical day at the Car Barn! Being able to work on such a wide range of vehicles comes with its own issues as you'd imagine. We're not just doing repeat services on the same models all the time, when you have this variety of cars coming through the door it keeps things very fresh. As time goes on obviously you get known for certain models or brands, but it keeps it interesting that we see so many different cars.

JN: You've been here quite a while now, haven't you?

CS: It's coming up to four years since I joined, and the place has really become established and built up a real customer base in that time. And the physical building has changed, the showroom had a remodel in early 2023, the workshop has just been freshened up, it's always progressing really.

JN: So, you're the Workshop Manager at the Barn. What has the journey been up to this point?

CS: Right at the beginning, it started with my dad really. He had a real passion for cars and always loved Jaguars. He was an architect by trade, but he packed that in and set up

on his own specialising on servicing and repairing Jags. I left school, and not knowing what I wanted to do I started helping out on a weekend, then a day a week, then two days a week... Eventually I was working full time, and I realised I enjoyed working with my hands and fixing things. I spent about 10 years working on classic Jags there, then I went to Australia for a few years. When I came back I got a job at BMW, where I ended up working for 23 years. I started at as a technician, then Service Manager, then eventually Aftersales Manager, but after two decades there I wanted to get out of the main dealer world and get back on the tools. I saw an advert for the Car Barn and joined as a technician in 2022. What attracted me to it was

that it was a bit like going back to being 19 years old and really enjoying working on cars again. It's a bit of a trek for me as I live quite far away, but I enjoy it here and in the end I was asked to be the Workshop Manager.

JN: Being on the management side, do you miss being on the tools?

CS: I still get to be hands on and get the tools out, and I enjoy that side of it a lot. The types of customers we have tend to struggle to find people who are passionate and interested in their cars, who can fix older cars or specialist cars or supercars for example. We'll use E-Type's as an example because there's one in the workshop now, the customer will have that real excitement when they

get the car back. I love that side of the job, it's a million miles away from being at a main dealer where the customers maybe didn't have the passion for their car in the same way.

JN: Where do our customers come from? Is the catchment area quite large?

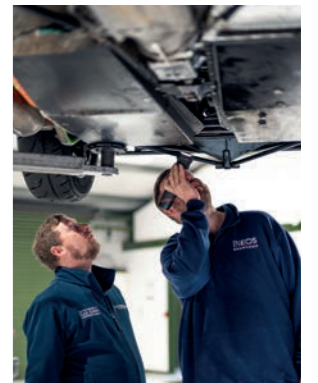
CS: I would say about 80% of the cars are within 30 miles or so of us, but we collect cars from all over really. Down into North Yorkshire, across to Cumbria, the transport service collects cars from all over for workshop work.

JN: Do you see a lot of Drivers' Club members bringing their cars in?

CS: We definitely get Drivers' Club members coming in, the system is set up to apply the CBDC 10% discount for members. I know in the last year we've had quite a few members coming in, and the other benefit is that Drivers' Club members are big advocates for the Barn, they tell their friends about us, and we get a lot of work that way too.

JN: The Car Barn has always been a specialist in lightweight British cars, Morgans, Lotus etc. Recently we seem to have seen a lot more Ferraris, Bentleys etc.

CS: Yeah, we do a few R8s, we've getting more and more McLaren work in, loads of Bentleys, quite a few Porsches. Ferrari is also really strong at the moment.



Above: The Car Barn Beamish workshop features four two-post ramps, with three technicians on hand for service, restoration and specialist repair work.

JN: Why do you think those customers are moving away from main dealers and coming to independents like us?

CS: With Ferrari and Bentley for example, it's because the main dealer support in the region has disappeared. So there's that aspect, that we're a convenient option for good-quality work. But I think the other reason is that they know their car will be looked after properly, and that once they've been in and got to know us, they've realised it's more of a family atmosphere here and they come back again. We'll get more Ferraris and McLarens and the like because there's a lot in the North East, and the owners

“ We'll use E-Type's as an example because there's one in the workshop now, the customer will have that real excitement when they get the car back. I love that side of the job.

are starting to realise we use genuine parts and the proper diagnostic tools, and we'll go the extra mile. That's what the owners want, they want someone who'll care about the work and not rush it.

JN: The workshop also seems to have quite a few Caterhams going through it, since we became a dealer last year.

CS: We're definitely getting the bookings in for Caterhams. The Caterham owners are so knowledgeable about their cars, so the fact we're

getting their trust is a good sign. Having factory training, genuine parts availability, all that helps a lot.

JN: We also look after INEOS Grenadiers, are they still coming in thick and fast?

CS: Our catchment area for INEOS servicing and workshop work is quite big, so yeah we see quite a few for annual servicing and that kind of thing. It's a nice flow of ongoing workshop work really.

JN: Final question, what's next for the Car Barn Beamish workshop?

CS: There's loads of scope for growth here really. I'd love to move the storage containers for example, and build another building there with a wash bay and another ramp for servicing and detailing with an extra technician to staff it. I'd also like to keep improving what we already offer, get even more training for the staff, work on more and more of the higher-end stuff as well as the enthusiast and classic cars we already love.

SEVENTH HEAVEN

CATERHAM FIND A NEW HOME IN THE NORTH AT CAR BARN BEAMISH



CATERHAM
CAR BARN BEAMISH

LIGHTWEIGHT BRITISH FUN



When a car combines those three qualities it's usually a favourite at Car Barn Beamish. The Caterham Seven is a prime example, the front-engined, rear driven, lighter-than-light B-road toy remaining the standard that every sports car still has to meet. At first glance, not a lot has changed since the Seven was first seen (wearing a Lotus badge) in 1957. In fact, take a Series 3 car from the late 1960s, park it next to a current Seven and you might struggle to identify the older sibling. But that's where the charm is, and perhaps that the recipe has remained so unchanged in the last seven decades is testament to how it remains the absolute best for purity of driving experience.

That's not to say Caterham have been standing still since taking over production of the Seven in 1973, with the new dealership at Car Barn Beamish showing that the company is as keen as ever to introduce the car to new customers. Car Barn Beamish stock a range of Caterhams, both brand-new cars and a pair of demonstrators, that take that original Seven recipe and turn the dial up a notch or two.

Opposite: Caterham were officially unveiled at the Barn during the May Car Barn Drivers' Club meet, where the factory team were on hand with a range of Sevens. The following two days were spent hosting the Big Spring Test Drive Event for North East Caterham enthusiasts.

A modern Caterham is powered by either a 2.0L Duratec four-cylinder or a 660cc turbocharged three-pot; two engine choices that show just how much Caterham has moved the Seven on in recent years. That means there's a Seven for just about everyone in the current range. You want the absolute final word in lightness? You'll be after the Seven 170, officially the lightest car Caterham have ever produced. If you're looking for the traditional Seven experience then you need to jump in a Super Seven 2000, with period details such as flared front wings and SMITHS gauges. Maybe you just want the fastest, most extreme driving experience available? Get yourself a 310bhp Seven 620R, grab the sequential shift-lever and hold on tight.

This broadening of the Seven range isn't by accident. Caterham know that the Seven is toy first and foremost, but everyone has their own idea of what fun is and the Seven should adapt for that. 'Fun' is the guiding principle at Caterham, which makes for a refreshing change in a world where cars are getting faster but heavier, more comfortable but less enjoyable to drive. Caterham were keen to expose the North East, a region that had never had a Caterham dealership, to this kind of unadulterated fun and in 2025 reached out to the Car Barn to make it happen.





Car Barn Beamish are no strangers to the Seven, with Caterhams regularly going through the workshop or being sold in the showroom. When the opportunity came along to bring the current Caterham range to the North East it was an easy decision, and in May 2025 the brand-new dealership was launched at that month's Car Barn Drivers' Club meet. Over a thousand local enthusiasts were in attendance as the doors were officially opened, and over the next few days over 40 of them took the opportunity to put a Caterham through its paces as part of their Big Spring Test Drive Event.

Since then, the Caterham presence at the Barn has only grown. Visit the Car Barn showroom and you'll be greeted

by an expanded range of new and used Sevens for sale, as well as information about joining the Caterham Academy. One of the most affordable ways to get into racing the Caterham Academy is exclusive to rookie drivers with no racing experience, and Car Barn Beamish handle the entries of drivers based in the North East. That extends to the higher tiers of the Caterham Motorsport pyramid, with the top classes even allowing full race support from the Car Barn workshop team.

The Car Barn workshop has also seen a huge uplift in Caterham servicing, repair and upgrade since the dealership launch. Servicing is done in line with factory schedules and standards while upgrades are available that allow

owners to get more from their cars as time goes on. Caterham owners are particularly fond of carrying out their own maintenance, and the Car Barn workshop is on hand to support them with official parts distribution technical advice.

For Caterham owners and enthusiasts, Car Barn Beamish has become the new home of the iconic Seven in the North East. The Caterham recipe is as popular as ever, and perhaps even more relevant today than ever before. The ultimate antithesis to the oversized EV family SUVs that dominate the roads, the Caterham Seven puts driver (and passenger) enjoyment above all else. For sports car lovers like the Car Barn, the Seven will do just nicely.

Northumberland 250

Exploring everything Northumberland has to offer, with a little help from the Caterham hire cars based at Car Barn Beamish.



Northumberland 250

If you could hire a quintessentially British sports car, and you had the entirety of the North East to explore, where would you go? It's a tricky one, isn't it? The truth is, the North East offers a little bit of everything. There's the rolling hills of the North Pennines, the titanic Kielder Forest, the beautiful coastline overlooked by majestic castles. Help yourself, for example, to a pair of Caterham Sevens for the day and you wouldn't know where to start. It was this tricky little enigma that we were pondering over when tasked with promoting Car Barn Beamish's new Caterham Hire service. How could we possibly demonstrate to visitors to the North East just how much there is to explore in this corner of the UK? Surely, there has to be a road trip that adequately covers everything the North East has to offer?

Well, as it turns out, someone has already cracked it. It's called the Northumberland 250, and it's to the North East what the NC500 is to Scotland; a scenic loop of everything the region has to offer, featuring the kind of driving roads that everyone talks about, but few actually get to experience. If you're wanting to hire a Caterham, and you're wanting to see the North East in all its glory, the Northumberland 250 seems just about perfect. So that's exactly what we set out to do.

The day started in Corbridge, that prettiest of villages that lies along the River Tyne, just downstream of where the North Tyne and South Tyne meet. The silence of the fresh spring morning was shattered by the arrival of the Caterham Hire fleet, the drumbeat of their 2 1/2 inch exhausts doing a fair job of alerting our presence to everyone in the village. Jonathon, Sales Manager at the Barn, picked our 420R while I opted for our Super Seven 2000, and we were off.

Our first scheduled stop was in Alnmouth, some 70 miles along the Northumberland 250 route. The only acceptable way to drive a Caterham is with the roof safely packed away

in the boot, so when the A68 north to Otterburn greeted us with some drizzle we accepted it with good spirits. The problem was, that drizzle soon became rain. Then that rain became snow. And with the snow came wind. We stuck to the age-old adage that if you drive fast enough you can't get wet, and hunkered down in the Sevens with the heaters on full blast.

At Otterburn the weather eased off, and we turned east to Elsdon and Rothbury on the way to Alnwick. In the Super Seven 2000, myself and Dan (our photographer who was navigating from the passenger seat) spent some time getting to know the car. The Super Seven range of Caterhams offers the kind of heritage styling that harks back to the original Lotus 7 of the 1960s; skinny tyres sit below wide, flared arches while the leather interior features SMITHS dials. This is the 'SV' larger-chassis model, which meant the two of us could quite comfortably fit next to each other as we navigated the pothole-ridden country lanes that wind up towards Alnwick. Super Sevens come with a road-biased suspension package, and it did a good job of soaking up the mixed surface with some help from the deep-sectioned Avon tyres at their recommended 20psi. It quickly became apparent that a) 180bhp is plenty for a car like this, especially in the semi-wet conditions we found ourselves in, and b) flared arches do a terrible job of keeping puddles from filling the cabin...

Our first stop was in Alnmouth, where Jonathon had arranged for some coffees and sandwiches to be waiting for us at the delightful little Post Office on the main street. After a quick pit stop there, we continued up the coast past RAF Boulmer then through Howick and Craster. The sun was well and truly shining now, and as we rolled through Seahouses and up north to Bamburgh we were starting to get a real sense of Northumberland at its springtime best.



Northumberland 250





Of all of Northumberland's beauty spots, Holy Island must rank as one of its finest. In a Caterham you sit much lower than in other cars, and with the sea lapping up against the edge of the causeway the sunlight bathes everything in a bright, warming glow. We'd made good time up to that point, and under the pretence of needing more photos both Jonathon and I were happy to cross from mainland to island and back again a couple of times just to soak up the beauty of it all.

Eventually we realised we'd better get a move on, rejoined the A1 and set off towards Berwick-upon-Tweed before turning inland to our planned lunch stop at the Union Chain Bridge that spans the England-Scotland border. On a Duratec-powered Caterham the side-exit exhaust sits just next to the driver's hips, making the soundtrack to the trip as memorable as the sights we were seeing. Moving up the rev range the intensity of sound increases, the exhaust note a deep growl that echoes off the stone walls either side of the twisty Northumberland roads. Downshifts are made more satisfying by the heel-and-toe-friendly pedal placement, and flirting with the redline unleashes a noise equivalent to a Spitfire taking off. It all adds up to an experience unlike anything a modern sports car can offer.

The route took us back south, then east before Wooler so as to skirt around the top of the Cheviots and into Scotland. The undulations in the roads were more pronounced here, with the Super Seven 2000 soaking them up with ease. We could really motor on over these roads, with none of the traffic present that we'd found in the earlier sections of the route.

Wide, empty roads carried us all the way to Jedburgh where we stopped to swap cars. The 420R that Jonathon had been enjoying all morning features an uprated 210bhp variant of the Duratec two-litre, complete with track-biased suspension, limited slip differential and stickier Toyo Proxes courtesy of the 'R' pack. Being an 'S3' car, the 420R is roughly the same size as the original Lotus 7. Pair that with composite bucket seats and the overall effect was a less than dignified entrance as I dropped into the car and buckled the 4-point harness, but soon we were off again down the A68 on the way to Carter Bar at the border.

Instantly, I remembered just why I like S3 Caterhams so much. The large-chassis SV cars are still tiny compared to everything else on the road, but S3 cars take that to the extreme. Nothing feels quite like it, and with your hips pinned in by the bucket seat and legs hemmed by narrow

footwells there's so many points of contact between driver and car. The extra power was immediately noticeable as we left Jedburgh, as were the fantastic Toyo tyres that continued to provide grip long after the Super Seven's Avons would have given in to understeer. The 'R' branded gearknob, shaped like an upside-down teardrop, is ever-so-slightly longer than the chrome ball of the Super Seven 2000 giving longer throws that are more than offset by the lighter feel through the gate, while the thick-rimmed Momo steering wheel suggests a certain reassuring solidity.

Top: Arriving at the causeway just as the it opened, the water was barely an inch below the road surface.

Right: The RNLI remain a vital part of coastal life, with Seahouses Lifeboat Station established in 1827.





Opposite: *The Union Chain Bridge, while not officially part of the Northumberland 250 route, is well worth the detour. On the north end of the bridge lies the Scottish border.*

Top: *Alnmouth is a typically picturesque coastal town. Storm is the popular canine resident of the local Post Office.*

Before long we were at Carter Bar, where the normal Northumberland 250 route would continue south before turning west on the Kielder Forest Drive. Unfortunately, the gravel tracks through Kielder don't open until May meaning we'd need to take the alternative route through Bonchester Bridge. Staying in Scotland we took the A6088, before turning down on what must be one of the best roads in the Scottish Borders. The road that connects Bonchester Bridge and Saughtree is about as perfect as a driving road can be, with sweeping turns flanked by sheep fields and streams. The 420R was in its element, and with the road being empty of traffic and featuring great visibility up ahead it was possible to really push the car into corners before making use of that 210bhp on the exits.



Soon we were in Kielder, where the rain returned. Our previous policy of 'put your foot down and duck' seemed to keep us dry earlier in the day, so with that in mind we shot off round Kielder Water and along the North Tyne to Bellingham. While not as luxuriously appointed as the Super Seven 2000, the 420R was a lovely place to be while navigating through this sparsely populated part of Northumberland. The bucket seats were surprisingly comfortable, and while there was plenty torque to tootle around in third gear the slick shift of the five-speed 'box was too addictive to not go up and down the ratios at every opportunity. What really stood out was the sound. If the Super Seven 2000 was a Spitfire, this was a Lancaster Bomber. Louder, more intense, the same but different and above all, more.

We passed through Wark, staging point for last year's Kielder Targa Rally, before carrying on south to Chollerford then along the Military Road that runs parallel to Hadrian's Wall. Tanks were refilled (again) at Haltwhistle before we began the big climb up into the North Pennines. Back on the twisty stuff, the 420R showed just how good the Seven recipe is for this kind of driving. It attacked the roads with real venom, the semi-slick Proxes digging into the tarmac as we climbed higher and higher into the hills. Entering the tight hairpins that make up the road to Rookhope the 420R stayed perfectly balanced, only snapping its tail out with some liberal throttle inputs on the exit.

Daylight in early March is still just short of twelve hours, and it was getting properly dark as we completed the 250-mile loop of Northumberland. As a way to see the best of the North East, and enjoy a Caterham in its natural habitat, the Northumberland 250 ticked all the boxes. The two cars had behaved perfectly, demonstrating exactly why sports car manufacturers still use Sevens as a benchmark for driving purity and enjoyment. They were surprisingly comfortable too, and everywhere we'd been we were greeted by smiles and waves from the people and cars we passed. If you're going to hire a Caterham from Car Barn Beamish, don't rush it like we did; take it for a few days, enjoy what Northumberland has to offer and really savour the trip. You won't regret it.

Caterham hire is available from Car Barn Beamish; visit carbarn.co.uk for more information.

Opposite: The road from Bonchester Bridge to Saughtree makes for a fantastic alternative route when the Kielder Forest Drive is closed for winter. Even as the light was setting, both Caterhams were proving their sporting credentials.



Norton MOTORCYCLES

One of the country's leading bike manufacturers has found a new North East home at Car Barn Beamish.

For 125 years, Norton Motorcycles have produced some of the finest motorcycles on the market. Whether road-racing legends or road-going icons, Norton's motorbikes have combined cutting-edge engineering with timeless British design. In 2026 they've partnered with Car Barn Beamish to bring a brand-new range of bikes to the North East, marking the first time that the Barn has been home to two-wheeled machines.

The Norton range is made up of four all-new models. The Manx R sits at the top of the range, inspired by Norton's historic domination of the iconic Isle of Man TT. Next comes the Manx, redefining the 'Supernaked' category of top-end bikes. Then there's the Atlas, which combines off-road capability with on-road presence, and the Atlas GT, built for those long-distance grand tours.



ATLAS

Representing a fusion of rugged capability with modern design, the Atlas is Norton's vision for the perfect middleweight adventure bike. At the heart of the Atlas is an eager and responsive 585cc, 270° crank twin-cylinder engine that feels alive throughout the rev range. The design combines the practical usability that riders expect from adventure bikes with striking design and sleek, sculptured bodywork. Its dynamic lighting suite provides a unique signature on and off the road, as well as granting the rider superlative visibility. Twin LED projector headlamps adjust their intensity with speed, distinctive DRLs highlight against the powerful silhouette, while cornering lights and puddle lamps crown the illuminating experience.

MANX

The Manx is the personification of performance, born from the same design philosophy as the new Manx R reimagined for the street. It embodies the same engineering integrity and visceral energy to evoke powerful emotions, with its upright ergonomics, torque-rich power delivery, and reductive design. Manx is built not just to move fast, but to move your soul. This is performance without pretence. Every detail is purposeful, every ride immersive. From its intuitive electronics to its refined ergonomics, the Manx is designed to thrill at any speed, in any setting. Semi-active suspension works by adapting in real time to speed, terrain, and input.

MANX R

The Manx R is a bold reimagining of performance, luxury, and emotion on two wheels. Built for the road and engineered to deliver thrilling real-world dynamics with uncompromising precision. With explosive class-leading torque, adaptive intelligence, and handcrafted British design, the Manx R offers a connected, responsive, and exhilarating ride. It's not just a motorcycle; it's a modern vision of what riding should feel like. Like the Manx, the Manx R is powered by an all-new 1,200cc V4 engine, one of the largest capacity engines in the Supersport segment, that produces 206 hp at a relatively low 11,500 rpm and a punchy 130 Nm of torque at an intentionally low 9,000 rpm.

ATLAS GT

The Atlas GT embodies the perfect blend of roadgoing versatility and sophisticated design, created to be the ultimate companion for both daily commutes and epic tours. Pairing its agile frame and lightweight alloy wheels with a characterful engine and advanced rider electronics, the Atlas GT inspires its rider to tackle any journey; open highways, sweeping bends, and the urban jungle are all dispatched with ease. The Atlas GT also benefits from the advanced 6-axis IMU found across the new Norton range, powering the sophisticated Advanced Rider Electronics suite, including lean-angle-sensitive ABS and traction control, slide control, launch control, and cornering cruise control ensuring confidence in all conditions.



Power to the People



The Sunday of the August Bank Holiday is, for most people, a pretty quiet affair. Summer is ending, parents are going back to work, children are going back to school and everyone is generally taking things as slowly as possible. That's except the 60-or-so two-person crews gathered together for the Car Barn Kielder Targa pre-event briefing, who are about to spend their day going as fast as absolutely possible. For them, this bank holiday Sunday is their chance to write their names in the Targa Rally history books.

At this point it's probably worth explaining exactly what a Targa Rally is. Rallying has always been one of the most popular forms of motorsport,

with the Targa a relatively new format that's quickly becoming exceptionally popular.

As with any other rally, entrants are aiming to complete a series of test stages in the shortest possible overall time. In a Targa rally each test includes a number of tasks to be completed, such as stopping at a certain point, navigating cones and correctly recording a Code Board. By combining the kind of technical driving you might expect from an Autotest with the all-out thrill of rallying, it's no wonder that Targas are some of the best-attended local motorsport events.

Targa rallies are held on private land or closed roads and have a maximum average speed of 30mph, meaning they're particularly accessible to

enthusiasts looking for an entry-level motorsport experience. Cars have to be road-legal with a valid MOT, and be taxed and insured.

Modifications have to be carried out within regulations that help to limit costs, with the main recommendation being that cars are sensibly prepared for the rally's location. For the Car Barn Kielder Targa Rally, taking place on the infamous 'Killer Kielder' rally stages, some toughening-up is particularly important...

Targa rallies offer an affordable entry into competitive motorsport. Car Barn Beamish sponsors one of the biggest in the UK.



Known for their rough surfaces, deep ditches and high-speed sections, 'Killer Kielder' stages developed a reputation for being the ultimate rallying test of both man and machine.

Rallying has always been an intrinsic part of the history of Kielder, with the forest playing host to numerous events including the RAC Rally on the WRC calendar. Known for their rough surfaces, deep ditches and high-speed sections, 'Killer Kielder' stages developed a reputation for being the ultimate rallying test of both man and machine. The forest played host to some of rallying's greatest moments; it was at Kielder that the MG 6R4 challenged the dominant Lancia Delta's for the 1985 RAC win, only falling short on the final day.

With that in mind, in 2023 Hexham & District Motor Club announced the Kielder Targa Rally, allowing amateur crews to experience proper competition in one of the most iconic rallying locations in the country. The motor club reached out to potential sponsors and Car Barn Beamish, being particularly fond of cars going fast, jumped at the chance to have their name on the event. The 2023 rally proved just how popular Kielder still is amongst the rallying community with all 50 entries being snapped up by drivers and navigators from across the country.





Opposite: Car Barn Drivers' Club members Simon and Sian Dixon entered car number 11, a Mk2 Ford Escort, into the Historic Novice class finishing in second place.

Fast forward to August Bank Holiday 2025, and the Car Barn Kielder Targa has grown to 60 entries with a long waiting list in case any spaces open up. The rally begins in Wark, with a scenic on-road section to be completed at normal road speeds before the first test starts in the forest itself. Crews arriving at the start of Test 1 are greeted by the kind of rough road surface that Kielder is famed for; loose gravel intermixed with large stones that unsettle cars even at relatively low speeds.

At either side of the gravel forest road are deep ditches that provide the main jeopardy to drivers who let the experience get the better of them. It's not unheard of for crews to fall victim to these ditches on the very first test of the day, especially when attempting to navigate the stop-astrides and cone obstacles that make up each test. Targa rallies are run at a 30mph maximum average speed, so as well as testing the technical skills of each crew the obstacles serve to keep overall speeds at a sensible level. Drivers have to navigate a tight hairpin of cones for example, before speeding to the next code board, stopping, and taking off again.

All this stop-start driving, with quick changes of direction around tight coned-off sections, makes for dramatic action that proves to be extremely testing for the cars taking part. Most of them are near-stock, with the addition of sump guards, gravel tyres and roll cages the only modifications made before the event. The variety of cars is incredible, with everything from Mazda MX-5s to BMW 3-series Compacts to Proton Satrias making up the Modern classes. On the Heritage side, rallying favourites such as Mk2 Escorts and 205 GTis look very much at home flashing past the pines, firs and oaks that make up Kielder Forest.





Also put through their paces are the crews themselves. Even the motorsport veterans with dozens of rallies under their belt have a healthy respect for Kielder, such is the combination of twisty sections on loose gravel and straight, fast stretches lined with trees. There are four classes in total, for Modern and Historic cars with Novice and Expert crews. Driver and Navigator must work together to make their way through the 14 individual tests in the fastest possible time, while time penalties are added for hitting cones, failing to stop within boxes, incorrectly recording code boards and a number of other infringements that are easily committed given the technical nature of a Targa rally. After all 14 tests are completed the overall times are calculated and the top two crews from each category are presented with their hard-earned awards.

The Car Barn Kielder Targa is a particularly tough event, with almost a quarter of entries retiring at some point throughout the day. The 2026 event will be even tougher; to celebrate Forestry England's centenary the event will take place throughout the evening and into the night, meaning crews will have to navigate the second half of the event in darkness. Kudos has to be given to both Forestry England and Hexham & District Motor Club for keeping local-level motorsport like this not only going, but thriving. For the rally enthusiasts who remember the times Audis, Lancias and Peugeots fought for Group B dominance on Kielder's forest tracks, the opportunity to continue that history of competition is one that can't be missed.



Top: Fast-paced sections over Kielder's gravel roads are followed by technical obstacles such as hairpin turns and stop-astride lines.

Above: The variety of cars taking part represents the accessible nature of targa rallying.



CAR BARN KIELDER TARGA RALLY 2026

Saturday 12th September - Kielder Forest

Day/Night event with the first half of the route in daylight followed by the second half in darkness

Open to two-wheel-drive vehicles conforming to Targa regulations

Expert and Novice classes, for both Modern and Historic cars

Gravel tyres permitted

60 spaces - act now to book your entry

Registration also open for marshals



Join the club

Scan here to find out more





CAR BARN BEAMISH CAR SALES



After four years at the Barn, Jonathon Webb joins Jack to catch up on what it's like to be Car Barn Beamish Sales Manager.

Opposite: The Car Barn Beamish showroom is home to a wide range of sports, prestige, classic and 4x4 vehicles.

Jack Noble: Can we start off with running through your background, up until you joined Car Barn Beamish?

Jonathon Webb: I started out as a trainee at Reg Vardy Fiat/Alfa Romeo in Stockport when I was about 17, as a kind of weekend tea boy doing test drives and generally helping out. I then went full time as a service advisor before joining their sales trainee scheme. After some time as a full-time salesman I went over to Mangoletsi Alfa Romeo, then when the new Alfa dealership was opening in Newcastle they asked me to move up here.

JN: There's a lot of Italian cars in your early career then?

JW: Absolutely. I became Maserati Brand Ambassador in Newcastle, then moved to Alexanders Prestige which gave me a taste of the independent specialist life, before moving to Peugeot as Sales Manager, then Business Manager at Skoda. To be honest, although the money was good, I got bored of main dealer life and speculatively emailed Aston Workshop as it was somewhere I thought I'd really like to work. It turned out that the Sales Manager role at the Car Barn had just opened up, so I came up and met the MD and was offered the job.

JN: Why did you come to the Barn? Why not another main dealer for example?

JW: I looked at places I wanted to work, and Aston Workshop seemed perfect. I didn't even know about the Car Barn at that point! But they had a vision for what they wanted the Car Barn to be and I bought into that.

JN: So you joined about a year or so before I did, just before the start of the Car Barn Drivers' Club. How did that all get started?

JW: We initially just thought we'd hold a charity BBQ and see if any car enthusiasts would turn up! We planned a full year of meets, but what we didn't know was how big it would

get. We thought it would be the Car Barn staff and three other sports car owners, but the first one ended up being about 50 or 60 cars. Then we did the Aston All Areas event, and it all started to grow from there really.

JN: How does the Drivers' Club impact the sales side of the business? When I spoke to Chris in the Workshop, he said that the workshop sees a lot of CBDC members' cars in for work.

JW: The workshop sees a lot of Drivers' Club members' cars, and we get offered from, and source a lot of stock from, the Drivers' Club. We don't sell loads of cars to CBDC members just due to the specialist nature of our stock. The chances

of someone on the field wanting the particular car we have in stock is pretty small. But it definitely helps having the Drivers' Club around!

JN: It's a pretty eclectic selection of cars in here, how do you decide what to sell and what not to sell?

JW: The cars have to be interesting, unique, and not boring! The number one rule is that we don't sell boring cars. We've moved away from classic cars really, apart from the higher end of the classic car market, although Morgans still sell well with us having been a Morgan dealer in the past. Really, we're just looking for interesting cars above all else.

JN: Does us being a Caterham dealership have any impact on the type of cars you're looking to get in?

JW: We've always had used Caterhams in stock really, but it's certainly ramped up since we became an official Caterham dealer. Obviously, we're able to offer full main dealer support now, we have great parts availability, proper service centre training in the workshop. That all helps massively because customers have a lot of trust in that factory support.



JN: What have been the highlights of your time here?

JW: I've been here about four and a half years now, so there's been a lot of highlights really! The XJ13 was great fun, from filming the videos we did with it to dropping it off in Belgium. The cars are what make it fun. And the Drivers' Club is a lot of fun too.

Opposite: Visitors to the Car Barn are welcomed by views of the rolling County Durham hills, with the Red Row Estate nestled within the Beamish Burn conservation area.

Getting Smith and Sniff here has been a highlight, especially because we're one of the only places they've visited twice for live podcast recordings.

JN: Being based where we are in County Durham, does that make certain parts of your job harder?

JW: We rarely sell cars locally really, I'd estimate that 75% of our customers are over two hours away by car, so in that sense our location doesn't hurt us really as we could be based anywhere. We're close to Newcastle railway station, we're near the A1, we've got Newcastle Airport, so we're actually in a good

“ The cars have to be interesting, unique, and not boring! The number one rule is that we don't sell boring cars. ”

location for people to come and visit. The location itself is fantastic, we have great views and enough space for huge car meets. If we were in Central London then maybe we'd have more local business, but that doesn't matter because the specialist stock we have will always have a national audience.

JN: Finally, what direction will the Car Barn be going in in the future?

JW: The idea is we keep moving up, we get faster and more expensive cars in stock. More Lamborghinis, Ferraris, McLarens, that sort of thing. We're definitely moving in the right direction!

THE GRAND RETURN
23RD APRIL

CB²⁴

CAR BARN MOTORSPORT NIGHT
21ST MAY

CB²³

TUTTO ITALIANO
18TH JUNE

CB²⁵

HOT CARS & HOT DOGS 4
16TH JULY

CB²²

THE CAR BARN TROPHY
2026
12TH AUGUST

CB²⁶

SEPTEMBER SIGN-OFF
10TH SEPTEMBER

CB²⁴

CB
CAR BARN DRIVERS' CLUB
- EST. 2022 -

CAR BARN DRIVERS' CLUB

2026

GREATEST HITS

2026 marks five years of the Car Barn Drivers' Club, the free monthly car meets organised by Car Barn Beamish. To put that into context, at the time of the first ever CBDC meet the world was still dealing with the COVID pandemic and Max Verstappen had just won his controversial first world championship. What started as a get together of 30 or so car enthusiasts in the Car Barn car park has now become a monthly event attracting well over 1,000 people at a time, with a club membership approaching 4,000 enthusiasts from around the country.

That first CBDC meet in the spring of 2022 would be barely recognisable if compared to the current Drivers' Club events, yet the same basic format has remained the same. Car Barn Drivers' Club meets are free to attend, and everyone

(and every car) is welcome. There's no place for snobbery at the Barn and part of the Drivers' Club's unique charm is that Ferraris are parked alongside Fords, Porsches next to Peugeots, and every other brand of car mixed in between.

—²⁰22
—²⁰23
—²⁰24
—²⁰25
—²⁰26



Following the successful *BBQ Meet* event the Car Barn team organised *Aston All Areas* (featuring tours of Aston Workshop), *Grenadier Gathering* (to launch the new INEOS Grenadier 4x4), *Hot Cars and Hot Dogs* (a canine-themed event), *Driven Up The Wall* (featuring a driving tour of Hadrian's Wall), *It's All In The Detail* (covering car cleaning and detailing) and *Guess Who?* (with a surprise guest speaker).

While all of these events had their own unique themes, the basic structure of a Drivers' Club meet proved to be a success. By the end of that first Car Barn Drivers' Club season the meets were attracting over 200 local enthusiasts, making CBDC events some of the biggest in the North East.

The Car Barn Drivers' Club was established back in 2022 following the success of the Barn's first ever car enthusiast get-together. Pictures of that very first gathering, inventively titled *BBQ Meet*, can be found on the Car Barn website and it's clear that even then the Barn was attracting an eclectic mix of cars.

Everything from Boxsters and 911s to Mustangs, Anglias, Lamborghinis and Aston Martins filled the Car Barn parking area. Another important part of the CBDC structure was also formed on that day; when the car park filled up the remaining cars were directed onto the field in front of the Black Horse pub's marquee. The Marquee Field became a mainstay part of Drivers' Club events ever since.

If the first CBDC meet set the standard for variety of cars in attendance, the 2022 calendar as a whole laid the foundations for a huge variety in monthly themes, something which has always set the Car Barn Drivers' Club apart from the standard 'cars-in-a-field' style meet.



Top and Above: The first ever 'BBQ Meet' laid the foundations for what the Car Barn Drivers' Club has become.

Opposite: CBDC meets now attract in excess of 600 cars each month.



Following a winter break the Drivers' Club returned in 2023 with a new set of themes and an even larger scope. For *Slot Car Barn*, the first meet of 2023, a giant Scalextric track was assembled and a new driving simulator featuring genuine Lotus Evora seats was installed in the showroom. *Car Barn Motorsport Night* was attended by local motorsport teams and motor clubs, *How's Yer Father* saw the launch of three bespoke beers at the Black Horse and *Bikes at the Barn* was held in August as the first ever motorbike-themed Drivers' Club event. *Hot Cars and Hot Dogs* returned from 2022, while *Elbow Grease* was another new theme. The 2023 CBDC calendar also featured a Saturday morning event, the *Car Barn Summer Festival*, and the inaugural running of *The Car Barn Trophy*. This concours-style meet married the classic and modern car scenes, with awards available in categories that allowed cars with interesting backstories to win.

By this point, Car Barn Drivers' Club meets were becoming exceptionally busy. Some of the 2023 meets were reaching 500 cars in attendance, with a new parking area opened known as the Lavender Field. Over the winter of 2023/24 the Car Barn team worked on updating and upgrading the Drivers' Club to handle the growing attendances, launching a new membership scheme that meant visitors to CBDC meets could book their space and access a range of exclusive benefits and discounts. In the first week over 300 members had signed up, and by the time of the first Drivers' Club meet of the year that number had reached 700.

The Grand Return was the first meet of 2024 followed by *Motorsport in May*, and in these two meets the existing attendance records were smashed. That success continued throughout the year; *It's Caper Time* in June celebrated the 55th anniversary of 'The Italian Job', *Hot Cars and Hot Dogs* returned once again and *September Sign-Off* became the biggest end-of-year CBDC meet on record.



Top: 2023 saw an expansion of the Car Barn Drivers' Club, with a new parking area needed once the Marquee Field filled up.

Above: For 2024 a free membership scheme was launched, allowing CBDC members to book their space at events and benefit from a range of exclusive offers and discounts.

Once again a Saturday event, the *Red Row Summer Festival*, was put on as well as the second running of *The Car Barn Trophy*.

The Car Barn Drivers' Club formula was updated once again for the 2025 calendar of meets. Each event was themed by car-producing nationality with a dedicated parking area for those nations at the top of the Marquee Field. The year started with *Car'Nichiwa*, a Japanese-themed meet that attracted all kinds of JDM machinery. *Das Auto Barn* celebrated the cars of Germany, *Tutto Italiano* focused on the varied vehicles from Italy and Great British motoring was recognised with *Cool Britannia*. *The Car Barn Trophy* returned once again in August, and the year was capped off with the French-themed *Je Ne Sais Car*.

Going into its fifth year the Car Barn Drivers' Club is taking some time to look back on where it all began.

For 2026, the Car Barn Beamish team have selected the 'Greatest Hits' from each previous calendar of events and brought them all back to celebrate hitting five years of the CBDC.

Hot Cars and Hot Dogs returns from the very first year of the CBDC, while 2023 is represented by *Car Barn Motorsport Night*. Two events were selected from 2024, *The Grand Return* and *September Sign-Off*, while *Tutto Italiano* also returns as the top event from the 2025 calendar. *The Car Barn Trophy*, now a mainstay CBDC event, will also feature in 2026.

Already the largest monthly car meets in the North East, the Car Barn Drivers' Club continues to grow. Each event is now held over three fields with attendees coming from far and wide. What began as a get-together of a handful of local car enthusiasts has evolved into something much more, and there's no sign of the CBDC slowing down.

Bottom: 'The Car Barn Trophy 2025' featured numerous awards, with Best Car in Show awarded to an Ultima GTR in full Rothmans livery.





THE GRAND RETURN

THURSDAY 23RD APRIL, 4PM

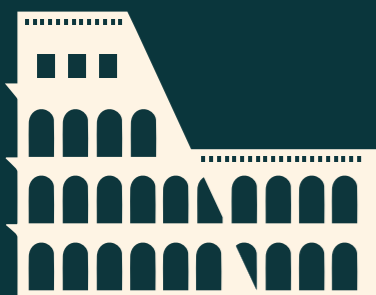
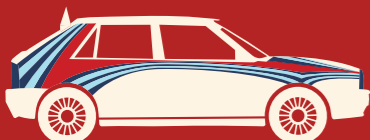
We kick off our fifth year of Car Barn Drivers' Club events with The Grand Return, a theme we originally ran back in 2024. What better way to start a new year of the CBDC?! The Marquee and Lavender Fields will be full to the brim for our first meet of the year, with Drivers' Club members making the journey back to Red Row after a winter off.



CAR BARN MOTORSPORT NIGHT

THURSDAY 21ST MAY, 4PM

First seen on our 2023 Car Barn Drivers' Club calendar, Car Barn Motorsport Night celebrates everything from rallying to circuit racing and beyond! Expect to see all kinds of racing vehicles on show, as well as displays from local motorsport groups and race teams.



TUTTO ITALIANO

THURSDAY 18TH JUNE, 4PM

The home of the exotic European supercar, Italy is the main focus of our June meet. We ran this event in 2025 and liked it so much, it's back on the calendar for 2026! We'll have a dedicated area reserved just for Italian cars on our Marquee Field, with the rest of that area and the Lavender Field open to non-Italian cars. Expect Ferraris and Fiats, Lamborghinis and Lancias, and everything else Italian!



HOT CARS & HOT DOGS 4

THURSDAY 16TH JULY, 4PM

Dogs, Cars and Hot Dogs on the menu... what's not to like! Our dog-themed event was on the original Drivers' Club calendar back in 2022, and has always been very popular! After a year off, HD&HC returns as part of our Greatest Hits year!



THE CAR BARN TROPHY 2026

WEDNESDAY 12TH AUGUST, 4PM

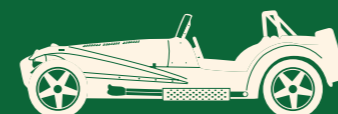
Our very own Concours event returns for 2026 as we celebrate the very best of enthusiast cars and bikes in the North East. Our awards have a twist, so anyone can win! Last year's Best Car in Show winner was an Ultima GTR; who knows what 2026 will bring?



SEPTEMBER SIGN-OFF

THURSDAY 10TH SEPTEMBER, 4PM

Our final event of the year was originally run in 2024, and at the time it set a new attendance record for the Drivers' Club! We're aiming for another big attendance to end 2026! September Sign-Off will bring a close to our Greatest Hits year of CBDC meets, celebrating five years of the Car Barn Drivers' Club!





BUYING GUIDE

CURRENT CATERHAM RANGE

The Caterham Seven may look like every bit the 1960s clubman racer, but the current range offers plenty in the way of options that allow you to specify a Seven that's uniquely yours.



There's never been a better time to buy a Caterham Seven tuned to your exact preferences, due to the range of models and options available to prospective buyers. To the untrained eye a Seven may look like any other Seven; dig a little deeper however and there's huge scope for customisation that puts other manufacturers to shame.

The Caterham range can be roughly split into two. There's the core Seven range, consisting of the 170, 360, 420 and 620, and the heritage inspired Super Seven range consisting of the Super Seven 600 and Super Seven 2000. While both ranges are mechanically similar, the core Sevens represent the iconic sports car updated for the 21st century while the Super Sevens retain the heritage styling that many find intrinsic to what a Caterham is.

At the bottom of the pyramid in terms of power are the Seven 170 and Super Seven 600. Both cars use an 84hp, 660cc Suzuki three-cylinder engine, but while the Super Seven 600 wears its leather trim and traditional flared front wings with pride, the Seven 170 strips everything back with options for carbon fibre parts, an aero screen and composite bucket seats.

Next there's the Seven 360 and Super Seven 2000. These are equipped with the 180hp variant of 2.0L Duratec 4-pot and are again differentiated by the choice of contemporary or heritage styling. As with the rest of the Duratec-powered range, owners have a choice of S3 (standard size) or SV (large size) chassis which means the notoriously small and lightweight Seven can easily accommodate owners well over six feet tall.

The Duratec engine is known for its tunability, and the Seven 420 benefits from that with its 210hp engine. The core Seven range are all available with S or R packs, offering either a road or track bias; S cars get road-tuned suspension and comfort tyres while the R pack brings carbon components, uprated brakes and a limited-slip diff. If you're after even more performance from your 420 there's the Cup option that gives you a 6-speed sequential 'box, 10-way adjustable Bilstein dampers and semi-slick Toyo R888R tyres.

At the top of the performance pyramid is the Seven 620, which takes the dry-sump variant of the Duratec from 420 and gives it a supercharger. Power output goes up to 310hp, and with the R pack 0-60mph drops to under 2.8 seconds. The Seven 620 is the fastest production car Caterham have ever built, and it offers an experience you can't get anywhere else.

With this huge range of models available it can be quite daunting to know where to start, but once you've picked the styling you're looking for (modern vs traditional) and which engine you'd like (Suzuki vs Duratec) it all falls into place.



CATERHAM
CAR BARN BEAMISH

BUYING GUIDE

OUR USED CATERHAM PICKS

21

1.8L-2.4L, 1994-1999



Perhaps the most unique car Caterham has ever produced? The 21 was introduced in 1994, representing Caterham's effort to produce a more practical sports car that retained the best bits of the iconic Seven. Based upon the Seven's chassis the 21 featured a two-seater convertible body more in line with contemporary styling. It wasn't exactly a sales success (48 built over six years), but the 21 has remained popular with enthusiasts and have held their value just as well as you'd expect from a Caterham.

Rover K-series power can be found across the 21 range, beginning with a 1.6L unit producing 113hp. For a car weighing only 658kg even the base engine proved enjoyable with 0-60mph completed within six and a half seconds. A 1.8L engine was also available, and both the 1.6 and 1.8 were available with power-boosting Supersport options. At the top of the range is the 1.8 Supersport R, with 190hp; only two were made however so prepare to search for a long time to find one.

Despite the more traditionally sports-car bodywork the 21 is still fundamentally a Caterham, so expect a similar driving experience. The front end of a 21 is wider than a Seven so there's a little more leg room, and the interior offers slightly more comfort and feels a touch more solid. As with all Caterhams this is an enthusiast's car through and through, meaning they're generally very well looked after. In terms of running costs they're not too different to other Caterhams of the period, with a great deal of shared parts. If you're looking for a lightweight convertible but find the Elise too mainstream, a well cared-for Caterham 21 is definitely worth looking at.

Superlight R500

2.0L Duratec, 2008-2014



While superficially similar to the Seven we know and love, the Superlight R500 took the 'add lightness' mantra behind the original Lotus Seven to a whole new level. Caterham used carbon fibre for the body panels to bring the weight down, with the Superlight coming in a touch over half a ton. Caterham also tuned their Duratec four-cylinder to produce 263bhp, which when combined with the incredibly low weight made the Superlight R500 wildly popular with both the motoring press and the 175 owners lucky enough to pick one up.

Caterhams hold their value well and the Superlight R500 is no exception. Expect to be paying £20k-£25k for averagely-good examples, with particularly high or low mileage cars either side of that. In terms of running costs the Superlight R500 is mechanically similar to most other Caterhams of the period, with the exception of the more highly-strung engine. Even then though, the Duratec unit has proven to be very reliable and parts are easy enough to source.

Where you might incur some costs is in the carbon bodywork. Spares are going to be very rare with so few of these cars made. The good news is that the aftermarket carbon fibre scene has grown massively in recent years meaning it's getting cheaper to repair damage to carbon panels than it used to be.

The Superlight R500 made a bit of a splash at the time of its launch, and really helped put Caterham on the map as a manufacturer dedicated to development and innovation. They embody the Seven philosophy in the purest possible way and being a relatively limited-production car, they turn heads amongst other Caterham owners and the wider enthusiast automotive scene.

Seven 310

1.6L Sigma, 2016-present



When the Seven 310 was launched in 2016, Simon Lambert (Caterham Technical Officer at the time, Sporting Director for the B.A.R.C now) described the new car as so; "If Caterham was only going to make one car for the rest of its days, this would be it". A bold claim, but ten years on it still stands up. The Seven 310 (so named for its 310bhp/tonne power-to-weight ratio) perfectly combines what the original Lotus Seven was with what a modern Caterham is.

In 'S3' form (Series 3 chassis, as in the most popular version of the original Lotus Seven) the footprint is as small and easily placed on the road as ever, while the 310 uses a 1.6L Ford Sigma engine that's a fair chunk lighter than the larger 2.0L Duratec used by the rest of the range. 152bhp may not sound like a lot in the modern era of mega-fast electric super-SUVs, but in the 310 it feels like all the power you would ever need. It helps the Seven 310 hit 60mph in under five seconds, and when your hips are only a few inches above the tarmac 60mph feels more like 120. The 126mph top speed? Well that feels like you're about to break the sound barrier.

When buying a used 310 you have much the same options to choose from as the current range. The R pack adds racier suspension and tyres, a limited-slip diff and a light flywheel and while not vital it certainly adds to the race-car-for-the-road experience. Also worth noting is that Caterham have briefly brought the 310 back as the Seven 310 Encore, a limited-run model to celebrate the plucky little Sigma engine as it ends production this year.

Seven CSR

2.0L-2.3L Duratec, 2005-present



If there's one model that highlights Caterham's dedication to developing the Seven recipe, it's the CSR. The name itself is a bit of an enigma, with no one really knowing if those three letters stand for anything or not. Larger than the original Seven (roughly the same size as the larger SV chassis in fact), and powered by a Cosworth 2.3L four-pot, the CSR doesn't share very much with other Sevens of the period. What really sets the CSR apart however is the suspension setup, which is unlike anything Caterham have done before or since. At the front is a double-wishbone setup as per usual, but with the springs and dampers moved inboard (à la Formula 1 cars) for aerodynamic purposes. At the rear, the De Dion tube setup makes way for a fully independent double-wishbone system unlike anything the Seven has used before.

This makes the CSR stick to the road in a truly mind-bending way, even with 200bhp going through the rear wheels. Find a CSR with the 260bhp engine option and you've got what might be the ultimate expression of what a Seven can be. That Cosworth engine sounds incredible and allows the CSR to hit 155mph, a speed that even the most die-hard Caterham fan would find ridiculous.

Caterham have recently launched the CSR Twenty, a special edition model to celebrate 20 years of CSR production. These cars use the 210bhp 2.0L Duratec from the Seven 420, meaning they're a little more tame than the (crazy) early Cosworth cars, but the feature the game-changing chassis and suspension advancements that set the CSR apart from the rest of the pack. Act quickly to get hold of one, as only twenty examples are being made before the CSR is retired permanently.

BUYING GUIDE

CAR BARN'S MODERN CLASSICS

Porsche 911 (997)

997 Generation, 2004-2011



There's not a lot of cars out there that can claim to be true motoring icons, but no one could dispute that the Porsche 911 can deservedly stake a claim to be one of the automotive greats. The 997 generation is sometimes unfairly seen as simply an evolution of the 996 that preceded it, yet there's a few reasons the 997 set new sales records for the 911. Styling returned to the simple lines and round headlights that Porsche enthusiasts loved, the new flat-six engines proved to be both more powerful and more reliable than the 996 units, and some 40 different variants were said to be produced (across Coupe, Cabriolet and Targa models).

The 997 generation was split across the pre-facelift 997.1 and the post-facelift 997.2. Early 997.1 models understandably offer more value, and while the infamous 'bore-score' issue that the previous generation suffered with can be found on these cars it's nowhere near as prominent. Post-2006, Porsche updated the engines to include larger bearings which largely eradicated the pesky IMS-failure issues.

In terms of the gearboxes, every option has proved to be very hard wearing with few issues to speak of. Manual, Tiptronic and PDK options were all available and it's pretty much just a question of personal preference as to which one to pick. The same can be said of the choice between 2- and 4-wheel-drive; the RWD model is perhaps the purist's choice but the AWD system allows for all-year use and increased road-holding.

The 997 is altogether a very accomplished sports car, with true usability that makes it a genuine daily-drive option. The huge range of options mean there's practically a 911 out there for everyone, and are generally very reliable mechanically.

Morgan Plus Four

CX Platform, 2020-present



The original Plus 4, produced from 1950 to 2020, is probably the car you're thinking of when someone mentions Morgan. Ash-framed, and featuring that wonderfully traditional styling that Morgans are known for, the Morgan has always been the car for those that hark-back to simpler times. The new model, unveiled in 2020, represented a serious departure from the recipe that had remained largely untouched for the previous 70 years. The Ash frame remained, but this time it was paired with a bonded-aluminium chassis (known as the CX platform, shared with the Plus Six) that was truly ready for the 21st century.

BMW powerplants have powered modern Morgans for a while now; in the Plus Four that means the 2.0L inline-4 unit, featuring a twin-scroll turbocharger, that you'll also find in the G29 BMW Z4 and fifth-gen Toyota Supra. 258 bhp is plenty for a car this light (a few bags of sugar over one tonne), and the Plus Four's engine hasn't changed since launch meaning you don't need to be hunting down certain model years. Manual (6-speed) and Automatic (8-speed) 'boxes are available, with the ZF auto offering the best overall performance figures, however as a car that particularly appeals to the traditionalists amongst us the manual transmission will always be tempting.

Bespoke and interesting specifications have always been found on Morgans and the Plus Four is no different. The option list was quite long, so there's plenty to be looking out for. Keep an eye out for cars fitted with the luggage rack if you plan to use the car regularly as the storage in the Plus Four (and Morgans generally for that matter) is minimal, and Comfort Seats make for more comfortable long journeys.

Bentley Continental GT

Second Generation, 2011-2018



The original Conti GT, introduced in 2003, is often seen as the car that transformed Bentley into a seriously modern carmaker. It was the second generation however that helped shed the 'Football and Fake Tan' image that the Continental GT had, perhaps unfairly, picked up. Available with either a 6.0L twin-turbo W12 or a 4.0L twin-turbo V8, the new Continental GT was a hit.

As Bentley sits within the VW Group their cars benefit from the kind of reliability you'd expect from the Germans. Opt for the W12 engine and you'll get one of the smoothest powerplants on the market, while the V8 offers sharper handling and improved fuel economy. Gearboxes are proven ZF-supplied units and are also very reliable.

The convertible versions of the Continental GT were popular, meaning there's plenty on the market, and there's a plethora of high-performance models to look out for with 'Speed', 'S', and 'Supersports' badging. Expect to see an uplift in price to buy one of these models, but not necessarily more to pay in servicing and maintenance costs. The Supersports is the pick of the bunch with 700hp and plenty of carbon fibre, and is the most likely model to be considered a classic in the future.

The main thing to be aware of when buying a Continental GT is the maintenance costs which are very high. Everyday consumable parts aren't too bad, but if anything else goes wrong expect a pretty sizable bill. On W12 models, due to the tight packaging, a lot of seemingly routine repairs end up being engine-out jobs that will rack up a hefty labour bill. Prepare for those kind of bills however and you'll have a comfortable grand tourer, ultimate luxury and something that can easily keep up with supercars on the twisty bits.

Lotus Elise

All models, 1996-2021



In a world where Lotus is now producing SUVs that weigh over two tonnes, what better antidote is there for the state of modern motoring than one of the finest sports cars to leave the Hethel factory? The Elise, introduced in the 1990s and only occasionally updated since then, is a proper Lotus in a way their modern range fails to be. Weight never breached the one tonne mark, only manual transmissions were available and power steering was never offered; how's that for 'ultimate driver's car' credentials?

The original Elise, the S1, is well and truly a modern classic already. Produced between 1996 and 2001, the 1.8L K-series powered S1 is probably the most unique Elise in terms of styling and is the lightest with the fewest creature comforts. Special editions such as the Sport 135, Sport 160, Sport 190 and 111S all added more power and extras such as close-ratio gearboxes.

With S1 values rising, Series 2 cars are likely to be more accessible in terms of value. Plenty of them were made, and due to General Motors investing in the project some reasonable advances in performance came with the S2. The base S2 still used the Rover K-series engine, but a dedicated Lotus ECU meant power increased to 120 bhp. The 111R, released in 2004, introduced Toyota power that was a hallmark of the Elise until the end of production in 2021.

The final version of the Elise was the Series 3, introduced in 2010. The most accomplished version of the Elise, the S3 cars offer the most performance and options such as air conditioning and even cruise control. Supercharged models were seriously quick, and the six-speed gearboxes feel properly modern.



ASTON WORKSHOP



Fraser Fountain, son of Aston Workshop founder Bob Fountain, joins Jack to discuss the next steps for the leading Aston Martin specialist.

Opposite: The Aston Workshop range of Special Projects includes fully bespoke DB5 restorations, upgraded V8s and DB4 GT Zagato recreations.

Jack Noble: Thanks for finding the time for a chat, it's quite busy up here at the moment, isn't it?

Fraser Fountain: It is, it's very busy. There's a lot of work on really. We're trying to work as efficiently as possible to make sure we hit deadlines for our clients.

JN: Aston Workshop was founded nearly forty years ago now, with a DB5 in your dad's garden shed?

FF: He basically had fallen in love with the Aston Martin DB5, as a lot of people have over the years. He'd had Morgans, a series of rally cars, all sorts beforehand. To get his hands on a DB5 he bought the cheapest one in the country which happened to also be the worst DB5

in the country! He carried out a full restoration, and that was the start of Aston Workshop really.

JN: Now, four decades later, it must be one of the largest Aston Martin specialists in the world?

FF: I'd say so yes, definitely in terms of number of staff, the amount of space, the number of different departments have all under one roof. I think we're likely to be one of the largest independent Aston specialists, if not the largest.

JN: What're some of the major projects that Aston Workshop are currently carrying out for clients?

FF: We've got three DB5 restorations ongoing, which obviously are the projects that get people most excited. We have two DB4 GT Zagato recreations underway, a V8 Evolution 6.0 which is our fully upgraded 1970s V8 project. All sorts really, plenty of other restorations and recommissioning projects.

JN: I suppose there's a balance to be struck, between preserving originality and upgrading classic Astons for modern use?

FF: It's really up to the customer and their own tastes. In today's market

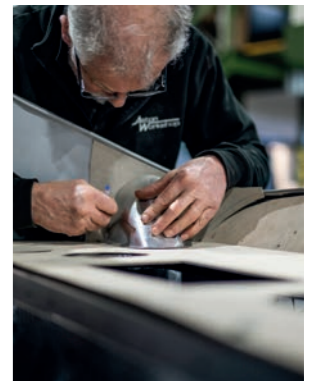
there seems to be two distinct types of owners; those that want things really original, and those that want them modernised and perhaps a bit more usable. There isn't really a middle ground, people either want them totally original, or want them vastly changed and upgraded. Luckily, we offer both!

JN: Over and above the range of modern enhancements, what else are the Aston Workshop team working on that's really pushing what these cars are capable of?

FF: There's a lot I can't talk about yet! But in general terms, a lot of engine upgrades, some cool suspension upgrades. So, one of those is our

suspension package for the DB4/5/6/S, that had adjustable suspension in period that never worked very well. We're bringing that back with modern technology, and we're doing the front as well as rear dampers which they couldn't do in period. We're doing a lot of cylinder head work as well, that'll be our own in-house cylinder head for the 60s Astons that looks identical to original ones, but has our own upgraded port designs and combustion chamber geometry. On the newer cars we're doing a lot of sympathetic upgrades that make them a little more modern, and more usable for current owners, as well as just giving them some more longevity as they start to age a bit.

Below: The Aston Workshop facility features a number of departments, all geared towards caring for classic and modern Aston Martins. In the Heritage Workshop, pre-2000s cars undergo restoration work that returns them to factory-fresh condition.



JN: Apart from those kinds of projects, Aston Workshop also has departments for service, and paint and body?

FF: The paint and body side is definitely really busy, we've got more staff in there than we've ever had which is great. The parts department is working on a brand-new website which will be a great help because they're busy with customers all around the world. Modern servicing is only limited by the number of ramps we have available, we're booked up for the next month or even two months, which is a sign that modern owners like what we have to offer.

JN: Finally, what's next for Aston Workshop? What will be the big next step for the company?

FF: Some of the engineering developments we're working on will really open a lot of doors, make our cars more sought after. That will really separate us from the competition because no one is really going to that level of detail on the classic Astons. Expansion will really be a big step as well, we're hoping to expand our facilities with more workshop and engineering space. So it's all action really, Aston Workshop is definitely progressing faster than ever.

“ There isn't really a middle ground, people either want them totally original, or want them vastly changed and upgraded. Luckily, we offer both!

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Black Horse Beamish



Old Red Row Rooms



Orchard Marquee



George Ridley Suite

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BLACK HORSE
— BEAMISH —

CUSTOMER REVIEWS



Excellent service. Had a Morgan Super 3 in for a replacement tyre but they managed to repair the tyre and the charges were very reasonable. Much appreciated and highly recommended.

Andy M



The test of a company is what happens when something goes wrong. When I got my Morgan Roadster home I discovered it had sprung a coolant leak. Amy in the workshop sent Mark a mechanic over to see me, a circa 180 mile trip. Mark couldn't fix it on the spot so recovered the vehicle on a flat bed and I got a call the next day to say it was an old piece of coolant pipe which was indeed the problem and they would return the car today. So hopefully that's it and as a buying experience is as good as it gets.

Marcus M



Absolutely top notch events all summer long, very well organised, very inviting, and thoroughly enjoyable! I cannot wait for another year of the Car Barn Drivers' Club.

Aaron S



Had a great day out visiting the Car Barn's monthly show on my motorbike. Plenty of cars and bikes to look at and it's a really well organised show. Food was spot on, available outside in the garden at the Black Horse pub.

Christopher M



Exceptional service and great people. Highly recommend!

Si



Had a minor issue with my INEOS, rang up, turned up an hour later (at lunchtime!) briefly explained the problem. Went for a quick lunch in the pub and it was all fixed! Bill going to INEOS. I'm inclined to book another holiday so they can service it!

Tim W



visit

From a day trip to a weekend getaway, your visit to the Red Row Estate will be an unforgettable experience.



tour

Guided tours are available of Aston Workshop, one of the largest Aston Martin specialists in the world.



stay

The Black Horse Beamish offers luxury accommodation, ranging from comfortable rooms to charming private cottages.

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