

Right: Photo courtesy Doug Niven

When I started racing Ford Escorts in 1970 Tony Sugden was one of the first competitors who I came to admire most. Suggy as we knew him was also racing an Escort so were in the same class and competed against him for many years. His car was always immaculate and very well prepared and you knew that the race would be hard but fair and if there was a problem with the car at the meeting he would always be willing to help. Rose always had a cup of tea ready if you dropped in to see them in the paddock and they were a great team and I am delighted to have had the opportunity to race against Tony, a gentleman, motor racing legend and most of all a friend.

Doug Niven

Tony was a true Yorkshire man, a gentleman, friend and a hard and competitive racer, someone whom Dad respected highly but not entirely trusted, choosing overtaking opportunities and defending corners carefully. Growing up during the Special saloon years was very memorable and the likes we will never see again. No greater sight than the two Tony's racing hard wheel to wheel entertaining the crowds never trading paint. The paddock seemed to be one big family with Tony, Rose, Cookie and John a big part of my life growing up as a young lad. Suggy and Dad's epic battles over the decades put the special in saloons.

Mark Dickinson

The great Tony Sugden, a virtually unmatched racer, who started out in the 50's, grass track and scrambling on bikes, doing the fearsome Manx GP, then turning to race cars in 62, driving



Sunbeam Alpine and Cortinas up to 69, then very special Escort, and Skodas, converting the DAF, using his Lotus Esprit that was way too slow, as a donor, fitting a 500bhp, Cosworth Turbo engine, turning it into a remarkably quick and unbeaten race car in 81, winning his last race at Silverstone's famous 8 Clubs meeting in 2003, aged 71, and not content to rest on his laurels, Tony then drives Silverstone's track safety car up to 2018, and today Tony is a very effective and fair BRDC steward, continuing his life time in motor racing, where nothing would stop Tony doing the thing he most loved, yes his racing, and up until a couple of years ago, with the very lovely Rose always at his side, yes remarkable! I know that you're really going to enjoy Tony's inspirational life story, where Tony never ever gave in to anything, so yes, good on you Tony, and thanks for the memories.

Dave Brodie

Tony Sugden, what can I say? Suggy is a national treasure, a man I have had the privilege to know for so many years, and admired for so many reasons. I have a passion for racing cars but I also have a passion for motor cycle racing. Suggy has done both to a fantastic level of competition and success. All this and a nicer man you could not wish to meet. I only ever really saw Suggy at race tracks and occasionally in the BRDC Clubhouse at Silverstone. Always a smile on his face and always ready with a warm friendly greeting making you feel as though you were one of his best friends. An autobiography of Mr Sugden is so welcome, I am proud to know him.

Mike Wilds

I met Tony probably around 1972/73 when I was sprinting my Viva GT tuned by Blydenstein...he was racing but did occasional sprints as well. We became really good friends from that time onwards and when I started racing in 74/75 he and Rose were always on hand to help and advise a budding Lancastrian racer!... invaluable and really appreciated.

He was without doubt the benchmark of national saloon car racing, someone to be measured against in his Brookhire Ford Escort and me, by then, racing my Blydenstein built Vauxhall Firenza. It was a rarity to finish ahead of him!

Quite apart from all the racing he was one of the most modest of guys considering the success that he achieved over so many years, his cars were always immaculately prepared, many late nights burning the midnight oil. The mixture of serious preparations and his Yorkshire

sense of humour was an inspiration to all.

Mike Newman

The word icon is often misused, but Tony ticks this box easily. His exploits on motorcycles (which included the Isle of Man) and then car racing, certainly showed his versatility and engineering skills. My races with Tony in Thundersports include participating in the support race for the last ever Formula One Grand Prix at Brands Hatch. This was a truly memorable event, in front of a huge audience. We did not win, but definitely had a lot of fun, something I will always remember. Our weekly telephone chats, where we sometimes reminisce and sometimes discuss the latest issues, are a reminder of what friendship means. Good luck Tony, from the southern softies to the northern ...!

Rod Birley

When I was first introduced to Tony Sugden, as our long-standing Safety Car driver at Cadwell Park, I could tell straight away there were some stories behind that friendly smile, and firm handshake. Little did I know quite what a treat I was in for when I prompted a few of them by showing him an old action photo sent in by a fan of him attacking Hall Bends in his famous Mk1 Escort race car. From TT wins on two wheels, to success in saloons and sports cars, "Suggy" is unassuming only on the surface, for there's a motorcycle and motor racing legend behind those eyes. I'm very excited that Tony's incredible life behind the visor is being celebrated in this book, and I'd like to add a further celebration, on behalf of everyone who's delighted in working with this great racer over the years at Cadwell.

Paul Woodford Circuit Manager Cadwell Park



Tony Dickinson and Derek Walker (photo Mike Allen).



Brodie (photo Mike Allen).



Mike Wilds (photo Steve Jones)



Esprit shared with Mike Newman and Rod Birley
(photo Paul Boothroyd).