



Vintage — well, post-vintage — Andrews. Mick crests a sticky-looking rise on his Yamaha in the 1977 Welsh World championship round.

Andrews — sparkle on all fronts ...

MICK ANDREWS, the big handsome lad from the village of Elton in Derbyshire, has hammered out his niche in motor cycling's hall of fame, both as a rider and a development engineer.

As a rider, he shares with Sammy Miller the most improbable distinction of five wins in the Scottish Six Days Trial. He was only the second man to notch a Highland hat-trick and the first to win it on a Japanese bike. And he was twice European champion before the series was promoted to World Championship status.

As a development engineer he turned Ossa from an obscure Spanish marque into a world beater, then did much the same for the Japanese Yamaha concern on the trials front.

Mick was a natural from the start. He was an ace at 14 on a 125cc James and two years later grew into a youthful prodigy and a regular award winner.

At 17 he was a fully-fledged member of the AJS factory, joining Gordon Jackson and Gordon Blakeway on the 350cc four-strokes. That same year — 1961 — he won the Northern Experts title and the Bemrose National, run at Matlock on his home ground.

Mick, eventually to be known as the "Monarch of the Glen" through his Scottish Six Days performances, rode his first Scottish in 1962, the year team-mate Gordon Jackson recorded his legendary one-mark win. He finished 29th, battling on with a tyre lever replacing a rear shock absorber.

The following year he was runner-up to Arthur Lampkin and the works BSA. In the next one he was runner-up again, this time behind Sammy Miller on the famous factory Ariel.

In 1965 he finished third on a James in what was probably the most portentous SSDT of them all — it was won again by Sammy Miller on a Bultaco, an event which launched the Spanish invasion.

In 1966 Alan Lampkin took a BSA to a four-stroke victory — the last time a thumper won the classic. Sammy was second and Mick third, both on Bultacos.

The 1967 season saw Mick with Ossa for the riding/development job which was to succeed beyond anyone's wildest hopes. But the Ossa's SSDT debut was not auspicious. Mick retired on the second day with a smashed sprocket, while Miller went on to win again for Bultaco. In 1968 Mick had to settle for third place, again behind Miller's Bult.

The 1969 SSDT made history, too — it was won for the last time on a British bike, Bill Wilkinson's Greeves. Mick was second again. But away from the Highlands, he was taking the Ossa to many wins and the factory was emerging as a strong rival to Bultaco and Montesa.

The year 1970 saw the magic of Mick carry all before it. At last, he won the Scottish, from Rob Edwards (Montesa) and Sammy's Bult. He also won his first European crown. It was a

fabulous double, and Mick went on to repeat it the following year. And in 1972 he pulled off the SSDT hat-trick.

Meanwhile, of course, Mick had also been a top scrambler, twice appearing on Britain's 250cc Grand Prix grading list. Ossa asked him to stop motocross and concentrate on trials. His versatility also extended to enduros and he rode for Britain in the ISDT.

Later in 1972, Mick was lured away from Ossa by Yamaha, who wanted him for a development job and were prepared to pay him the sort of money which lifted the lad into the Euro-star league.

Mick played a major part in the development of the TY250 Yam. He also worked on the 175 and gave his company the idea for the now ubiquitous TY80 tiddler, which revolutionised youth trials overnight. And, of course, he won the Scottish for Yamaha in 1974 and 1975.

Mick left Yamaha late in 1977 with his job well done. Then surprisingly, he went back to riding Ossa, helping out the ailing factory he had done so much to establish.

Now in his mid-30s, infinitely experienced and tough as ever, Mick is concentrating on building up his own business interests while remaining capable of putting up a blistering performance in any trial.



Mick celebrates his return to Ossa with a Mitchell win in May, 1978.



Two months previously he was Yamaha-mounted at the Kichham where he gained a first class award.