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**Featured  
Owner**

*Symon  
Bridle and  
his well  
travelled  
Giulia 1600  
GT Junior.*



Picture taken at Shekou, Hong Kong Island  
Note the 105 Register on the windscreen!

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**A Long Journey**

My Giulia 1600 GT Junior is now well travelled having started out in Arese with a December 1972 manufacturing date, before heading to South Africa, where it was first registered in early 1973. This was where I first came across it in mid 1980. I then shipped it to the UK in 2001 and then onward to it's final, at least for now, destination of Hong Kong. The Junior arrived here in late 2007, finally seeing itself back on the road earlier this year.

There are those who might think me a little crazy to still own the car thirty years plus on but having succumbed to the lovely lines, the easy performance and a non-standard Momo steering wheel – I was hooked! Despite a few early excursions into solid objects by my wife, even the repairs seemed worthwhile!

On moving to the Far East in 1990, common sense said, "sell", but with parents still in South Africa, a garage was reluctantly offered, while annual visits to SA maintained nostalgic memories of the car.

With family deciding to return to the UK in 2000, some might say another irrational decision was made as I found myself exporting the car to the UK, with its arrival in early 2001. This left me with the rather urgent question of what to do with a very tired car that had had no real attention over the prior ten years, particularly given that I wasn't living in the UK. A restoration beckoned but managing it from Hong Kong on the surface looked a complicated option.



Picture taken at Shekou, Hong Kong Island

As luck would have it I came across Mike Spenceley of MGS Coachworks, initially via the web and followed this up with numerous constructive long distance discussions. Fortunately Mike was comfortable with an overseas client having had a number previously and agreed to take the car on. We opted on a full restoration, setting a slow pace allowing Mike to 'work around' my car as other projects came in and, to my benefit, on a schedule that matched my budget and visits back to the UK to discuss the project.

Going slowly proved ideal as I gained the full benefit of Mike's experience and guidance, not least as we came across more problems than initially expected (don't believe everyone who says Highveld cars don't rust, certainly if they have been patched up poorly...), but with a final result that I was delighted with.

It was then decision time again; find a home for the car in the UK and enjoy it on summer visits or put it back on a ship, this time to Hong Kong and enjoy more frequent use? In the end a simple choice.

After a few minor challenges passing the equivalent of the local MOT test, I am now pleased to say the car is now back on the road, looking and sounding and driving better than ever. It is I believe one of three maybe four Giulia's in Hong Kong but the only 1600 GT Junior as far as I know.

A long journey but one that probably hasn't quite ended!

Symon Bridle

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