



"We are here to entertain," says Thomas Chabrières (main) of Shanghai Sideways, which specialises in giving visitors an insightful experience

Shanghai Sideways創辦人Thomas Chabrières (主圖)說:「我們希望為客人帶來歡樂。」該公司專門為旅客提供深度旅遊

Sideways Escapes began in Beijing, taking in sights such as the Great Wall (above); tours now also operate around Shanghai, Lijiang (left) and Xi'an

Sideways最初只辦北京之旅,參觀景點包括長城(上圖);現時行程已延伸至上海、麗江(左圖)和西安

# Easy riders 伴你同遊

Ditch the guidebook and take your seat for the loudest guided tour in China

拋開旅遊指南, 牢牢坐穩, 參加中國最「響亮」的導賞團

TEXT/撰文 MARK ANDREWS

FLY WITH US  
港龍航程

Dragonair flies 17 times a day to Shanghai, 15 times a day to Beijing and daily to Xi'an

港龍航空每日有17班航機飛往上海及15班航機飛往北京

THE DISTINCTIVE BARK of a side-valve boxer engine knocks out the chirps of cicadas on a plane tree-lined street of the former French Concession. Few sights on Shanghai's frenetic roads attract more than a cursory glance, but the passing of two Chang Jiang 750 sidecars on a Shanghai Sideways tour is one of them.

It all began with a rebellious streak in 1999 when the then 19-year-old Thomas Chabrières arrived in the city to work in digital advertising. His mother had always forbidden him from riding motorbikes, so one of the first things he did was to search for the largest one he could find – which happened to be a Chang Jiang 750 sidecar.

In 2005, Chabrières, who was then working in Beijing, had two of his bosses arrive from France. Chabrières asked his friend Gaël Thoreau to take them on a tour of the city. Thoreau put the pair on his side-car bike; one hour turned into a whole day as they went to the Great Wall accompanied by wine and a picnic lunch. The French bosses were delighted, so much so that Thoreau decided to start Beijing Sideways a year later. In 2008, Chabrières quit his job to start the Shanghai branch, and the company now has branches in Xi'an and Lijiang.

"We are the friend of a friend you wish you had in a city you do not know," says Chabrières, who refers to the drivers as "insiders". One-, two- and four-hour tours can

上海昔日的法租界內, 滿植梧桐樹的大街上傳來引擎的咆哮聲, 遮蓋了樹上的蟬鳴。街上車水馬龍, 並沒有特別能吸引目光的事物, 但Shanghai Sideways車隊的兩輛長江750三輪電單車駛過時, 路人均忍不住駐足觀看。

這一切得從一位青少年於1999年作出的反叛行為說起; 當年只有19歲的Thomas Chabrières到上海從事數碼廣告工作, 由於母親一直不准他騎電單車, 來到上海後他要做的第一件事便是尋找一輛體積最龐大的電單車, 結果找到長江750三輪電單車。

轉眼到了2005年, Chabrières當時在北京工作, 恰好有兩位來自法國的老闆造訪北京, 他便請朋友Gaël Thoreau帶他們在北京走走。Thoreau駕著三輪電單車帶他們參觀長城, 還帶了葡萄酒順道野餐。結果, 原訂一小時的行程變成北京一日遊。法國籍老闆們很喜歡該次旅程, 這令Thoreau大受鼓舞, 他在一年後創辦Beijing Sideways。2008年, Chabrières亦辭去工作, 在上海開辦Shanghai Sideways。現時, 公司在西安和麗江也設有分公司。

Chabrières愛稱司機兼導遊為「內行人」。他說:「去到一個陌生的城市, 有我們這樣的



**Lijiang Sideways tours take in the sights around Yunnan (above)**

Lijiang Sideways帶旅客暢遊雲南(上圖)

**Landmarks such as the 1933 Complex, a disused slaughterhouse turned creative hub, feature in Shanghai tours (right)**

上海的行程包括前往由屠場改建的1933老場坊(右圖)



朋友最好不過。」Sideways可以為旅客度身安排一小時、兩小時或四小時的行程，即使於晚上出發也不成問題。車隊的服務全年無休，冬天行走時，可加設暖座和擋風玻璃，並奉上毛氈和暖酒。

「內行人」吳克文載著旅客駛進1933老場坊，邊走邊講解這個創意園區原是上海的牲畜屠宰場。他們會帶旅客造訪相對較冷門、但極富特色的景點，司機會按旅客的喜好，以及他們已經造訪過的地方，決定行程路線。

Chabrières說：「我們希望為客人帶來歡樂，跟大家分享我們對這個城市的熱愛。」能夠擔當司機兼導遊的人，必須熟悉上海與其歷史，因此他們均在上海居住至少三年。另外，司機團隊由不同國籍人士組成，包括上海人，可以多種語言講解。比利時旅客Axel Grimald很喜歡Sideways的服務，他說：「我和太太都是藝術家，每到一個新地方都希望了解該地的主要特色；Sideways很適合我們。」

去到上海老城區，吳克文不會帶旅客去豫園商城，反而會在停好車後，帶他們去逛一條擠滿當地人、專賣街頭小吃的巷弄，再參觀一條有很多蔬果攤販擺賣的街道。

Chabrières也說：「每個人都想去法租界看看，但那一帶並沒有地標性建築。然而，我們知道有幾個地方能讓旅客真切感受舊日的法租界風情。」Grimald深表同意。他說：「Sideways讓我們愛上了上海。」■

be customised, including evening events. They operate year-round and can even offer heated seats, windshields and blankets for a mulled wine tour in winter.

Insider Kewen Wu strides into the 1933 Complex, guests in tow, explaining how this commercial creative industries hub used to be Shanghai's main abattoir. Tours veer off the beaten path with no predefined route; drivers decide where to take groups based on their interests and what they have already seen of Shanghai.

"We are here to entertain. It's about sharing our love of the city," says Chabrières, so the driver needs to have a good knowledge of Shanghai and its history. Tours are offered in many languages thanks to a mix of expats, all of whom have lived in the city for at least three years, and Shanghainese insiders. Belgian tourist Axel Grimald loves the insight offered. "My wife and I are artists and are always looking for the keys of a city when we arrive in a new place. Sideways seemed to fit our needs," he says.

When Wu's tour reaches the Old Town, rather than show them the touristy Yuyuan Bazaar, he parks the sidecars and takes the group down a lane full of locals buying street food to a road of market stalls hawking vegetables.

"Everybody wants to visit the French Concession but there are no specific landmarks," says Chabrières. "However, we know where we can take people so that they can get a feeling of the area." Grimald agrees. "We have fallen in love with Shanghai thanks to Sideways."

## CHANG JIANG 750 SIDECAR 長江750

The sidecar's lineage can be traced to the 1930s-era BMW R71. Supplied to the Soviet Union as part of the Molotov-Ribbentrop Pact – or illegally cloned – the Soviet version, known as the Ural M-72, was produced until 1956 when the design was considered obsolete and passed to China. Produced exclusively for the army until 1997 by a plant in Nanchang, Jiangxi Province, Chang Jiang 750 sidecars were assigned to soldiers to encourage maintenance. They kept them when they were discharged, and the bikes ended up spread across China. A small number are still made at various locations in China.

這款三輪電單車乃根據1930年代的BMW R71軍用三輪電單車發展而成。BMW R71原由德軍設計，前蘇聯可能是在德俄簽訂互不侵犯條約時獲贈有關設計圖，也有可能是由蘇聯非法仿製，並將產品命名為Ural M-72。1956年，蘇聯認為車款已過時，決定停產，將設計圖傳給中國，變成長江750。直至1997年，這款三輪電單車由江西省南昌一間車廠專為軍方生產。為了讓每輛車能得到適當的保養，軍方將電單車分配給軍人，這些軍人退伍後把坐駕帶返家鄉，因此中國各地均能見到長江750的蹤影。如今，中國各地仍有些廠房生產小量的長江750。



Photos: Imaginechina