

THE HASE PINO TANDEM

original in french, translated by Francis Schubert



THE TANDEM AND ITS EQUIPMENT

Our Pino is "trekking" and "city" equipped, which means that its weight is not insignificant (32kg on the scale)

- **FRONT SEAT:** The front seat mesh is a little short and has a tendency to slip backwards under the effort. A repositioning of the mesh is necessary at least once a day. We find the lying down position a little too much upwards, but this is not really bothering. We miss a transversal tube on the top of the sitting, on which to hang a small bag or other accessories. Fixing work in sight...
- **FRAME :** Superb manufacturing and wonderful finishing. The rear part (captain) is slightly offset upwards (pedals axle at 30cm above the ground instead of the usual 27) and too short. The geometry should be slightly corrected to ensure that the position of the captain is perfectly comfortable. While this notable difference of 3cm is rather pleasant when driving, it feels rather disturbing, albeit dangerous, when stopped or when starting, even more so when the tandem is well loaded. The length of the horizontal tube between the saddle tube and the steering handle should be stretched by a few cm. I myself am 178 cm tall and had to displace the saddle to the maximum backwards and push the handlebar as far forward as possible for optimum comfort, but it still is not perfect. The saddle tube, cut at the very level of the shrouds requires a saddle shaft of 40cm, which significantly narrows the choice of suspension shafts.

- **SETTINGS:** The tightening of the handlebar tends to un-tighten, in particular when the captain pulls on the arms while climbing. A lock-washer do correct the problem slightly, but it is still not perfect. The ideal solution would be a full drilling (instead of a right thread or left thread) which would allow a "pincer" tightening without excessive torque on the thread.



Handles' position. As mentioned above, the original position, with an angle of approximately 100° is uncomfortable. We asked to fit a handlebar with a 130° angle and the result exceeds all our expectations, to the extent that "Swiss Fun Rent" plans to equip its rental Pinos with such handlebars. This way, the rotating Rolhoff and SRAM handles can remain in their normal position.



- **BRAKES :** The Magura Julie is a good disk brake, without being excellent. Hase could have installed a more powerful model, or proposed this as an optional feature. Beware that on downhill, when well loaded, the front brake (20" wheel) heats up quickly. Possibly, the handles are originally assembled "left side right", but on our Pino they were reversed. In other words, the left handle operating the rear break is installed on the right hand side, whereas the right handle working the front brake is installed on the left hand side. Although this may contravene esthetical criteria, the principles of logics are respected.
- **PEDALS :** For safety reasons, the stoker should always keep his feet fastened to the pedals. Some Pino users have been badly injured because the stoker's feet slipped from the pedals and under the bike. When we bought our Pino, it was equipped with rear Shimano SPD M-324 pedals and with brandless front pedals which were SPD on one side and rubber coated on the other. We have never encountered any problem with these pedals and are very satisfied. We believe that Hase should leave the choice of the pedals to the customer.



- **BOTTLE HOLDER :** Indeed very poorly positioned. Why not on the crank boom? Generally speaking, Hase is stingy as far as fixing points is concerned. This should be reconsidered. Regarding water reserves we use a 3lt Camelback Unbottle and keep a 0,7 lt bottle as reserve on the bottle holder (the 1,5lt bottles do not fit!). The Camelback is located behind the seat within easy reach for both tandem users.

- FREE WHEEL : One of the excellent ideas of the Pino. Not only is it very pleasant, but it also quickly becomes essential for comfort and safety. It seems to present some weaknesses. Some users needed to change it after a few km! Others seem to simply have dismantled it (what a funny idea). Ours occasionally produces weird noises and presents some irregularities. Premises of a death soon to come?



- REAR MIRROR : We have fitted them at the extremity of the handlebar tubes. The excellent Mirrycle MBT on the left and its copy (a lighter construction but with a wider angle) on the right. The users of handlebar mounted gear changing levers will need to use another system. The Cyclestar from B&M is not bad, but the mirror is a little small and the fastening quite light.

- CHAIN TIGHTENER : simple and problemless system. We have however added two washers, to better separate the parallel wheels. They are supposed to rotate in opposite directions, but they had a tendency to touch each other, or even to get blocked...
- SUSPENSION : An optional but essential feature. A significant added value for comfort. Slight pumping effect, but not really disturbing. We find this suspension a little soft under certain road conditions. It hits at the end run over bumps, potholes and other big irregularities on the road. Check whether it is possible to "harden" it.



- LOCKER : As we also use our tandem in the city, we have fitted it with a locker on the frame. Since the space available for this type of locker is very limited, we have opted for the Trelock RS400 with a V punch and possibility to couple it with a cable. The second locker (talk about paranoia), a 1,8m Abus Millennio 895 is fitted under the crank boom.



- LIGHTING : The Pino is delivered with a good lighting system. The dynamo is located slightly too close to the right heel which often touches it. The installation of the antitheft protection has forced us to change the dynamo and to relocate it. Since there was no possibility to use a dynamo on the right-hand side, we have salvaged a left hand side dynamo which we fitted with a Lightspin support. The head does not rotate on the rolling surface of the tire, but thus does not appear to harm. For those who regularly cycle in the half-light, the axle-dynamo SON is an excellent choice. Perhaps will we opt for it.

- LUGGAGE-CARRIER : In addition to the rear luggage-carrier, Hase proposes a low-rider located below the front seat. It is possible to attach two pairs of bags, provided one is equipped with the "monstrous" double stand. We did not test this possibility. During most of our rides, we install the excellent (but unfortunately discontinued) Karrimor Kalahari which open with top slides. Very practical, the stoker can search for



or deposit sunglasses, a wind-jacket or the energy bars (and the chocolate!) while cycling.

- MUDGUARD : The Pino is known to our German friends as the "dirt spinning wheel". Indeed, the front 20" wheel, despite the dirt-guard, throws out all the water, the mud and dirt from the road on the

driver's feet, the front luggage, on both chains and the stand. Some have installed a bib on the le low-rider. We preferred to "extend" the existing dirt-guard. Solution to be improved.

- STAND : The Pino is delivered with an ESGE double stand. This model is a little light and lacks stability when the bike is loaded. The heavy duty stand, offered as an optional feature, withstands the most turbulent passenger (ideally foreseen for children). However, it remains outrageously expensive (almost 200 €). We have equipped our Pino with a Hebie double stand.
- OTHER EQUIPMENT : As indicated above, the Pino only offers one point to fit essential accessories. The following accessories were consequently installed after



some probing and trying. The speedometer, a wireless Sigma was fitted to the seat's framework, under the sitting. This location is not very practical for reading while cycling, but this is not very important. A mini-pump fits exactly between the saddle-tube, the left crank and the locker. The stoker (who fears dogs) shall order the Airzound fitted on a VTT

horn, itself located on the right handle.

BEHAVIOR ON THE ROAD

The Pino is a very polyvalent tandem to use. It is easy to drive (even alone), well balanced and extremely stable. This tandem is very comfortable in the front, a little less in the rear. The visibility is perfect on both seats. The free-wheel is a must for the stoker! Loaded for cyclo-camping, the speed of the Pino on flat roads is comparable to those of other cyclocamper bikes, uphill the Pino is relatively low and its weight is felt, restarting by pedaling standing up is not possible, downhill the Pino reaches surprising speeds without any problem (p. ex. 72 km/h on a small road without aiming at a feat). The average speed of our loaded bike is comparable to that of our other outing bikes (about 17 km/h). The Pino with suspension is very comfortable on unpaved roads.

CONCLUSION

The HASE PINO is an excellent tandem, of very good quality, well equipped.
Its unique geometry makes it incomparable and essential.
Very commendable.

EUROBIKE 2006

A visit to the Hasebikes stand allows to up-date some information and shows that the Pino manufacturer is able to make its product evolve.

Sitting: the new sitting fabric is made by the Dutch Radical manufacturer. It fits approximately on the structure of the Pino, but above all, it wraps the tubes and prevents from arranging.

Settings: According to M. Hase, the angle of the steering-bar handles is calculated for a "sporting" position, the captain leaning forward. For a more relaxed position, "outing type", "ergo" handles are available at a cost of 89.- €!

Brakes : Wish fulfilled! The Pino was equipped with Magura Louise. According to the 2007 price list, these are from now on the standard brakes.

Free wheel: The model of free wheel seems to have been changed..



SITES : http://vin.vallet.free.fr/Hase_Pino/Pino.html
<http://www.hase-bikes.com>
<http://www.pinoforum.de>

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