

## INTO THE RIDE #74

**Sequoia:****Riding High Has Never Been So Fun!**

by Randy Schlitter



The design of the Sequoia is aimed at the taller rider, and this bike does a stellar job of fitting the long inseam. The longer wheel base 53", and 53.5" for the Trail version, works to load the front wheel a bit more, and the cockpit is 3/8" shorter over the Dynamik, along with a slightly steeper seat tube, all to gain toe clearance and improved handling for the taller and usually larger-shoe-size rider.

The shorter cockpit at first seems an odd aspect for a bike meant for taller people, but the logic is sound. A lot of height can be in the legs and actually result in a shorter reach overall. This is confirmed by many of our tall riders using the curved riser facing aft.

A close study of the frame reveals the tough nature of the design. The larger down tube and oversized seat and chain stays account for the stellar power transfer. The swooped top tube is another nice feature, allowing easier top tube side dismounts, something required when the bike is equipped with a RAC. The dropouts are vertical with disc mount, fender and rack eyelets. A replaceable derailleur hanger provides a second chance in event a rear derailleur strike.

Speaking of RAC, the bike is an excellent match for this system. The longer wheelbase allows for great weight distribution, and room for either the mini or max sized RAC. The torsion-stiff and extra beefy frame responds with a predictable solid ride. The ride sans the RAC is actually a head-turner, our beta testers were full of accolades over the bike's handling, and it is no compromise when decked out in cargo garb. I predict the Sequoia will become a favorite among the heavy hauler crowd.



*The frame geometry and construction is perfect for the task of heavy hauling.*

All this talk about how good the Sequoia is in the heavy hauler mode shouldn't type cast it to that role; in fact it is a great platform for just about any type of riding. The base model sports all the same gear as the venerable and well loved Dynamik, and like the stock Dynamik it is a very versatile bike. The 1.5" tires are just high pressure enough to allow a good cruise speed and absorb the road shock, and there is frame clearance for up to 2.125" tires for the fat tire enthusiast. My testing included a lot of sand roads. The stock bike did well in the rollers surrounding Hays. Stand riding on our CF's is something I often talk about, and have come to use as a sure fire method for flattening a hill. The Sequoia for me is a natural to stand ride, and it stands to reason the longer wheelbase, shorter cockpit, and steeper seat tube all work to that effect.

Now the problem: this bike is made for the taller rider, but how low will it go? My inseam is 32, the seat tube is 3" longer over our other CF's. That means when you use the inseam scale you have to SUBTRACT 3" off your inseam. The spec says 32" to 40" inseam, but you can actually go down to 30" with the seat all the way down.

For some the other issue with the bike may be the longer wheelbase, meaning a bit more bike to wind up stairs or place on carriers. But this seems to be a minor problem since the Fusion with a similar wheelbase is still ranking as our #1 selling CF.

Would I recommend the Sequoia over its stable mate the Dynamik? That is a tough one. If you are taller, for sure, that is what the bike is made for! If you are in the size range and want something even tougher than the Dynamik, and plan to hit it hard either on the trail, or hauling, go for it! The Sequoia will not disappoint. Until next time ride safe, and stay into the ride!

*INTO THE RIDE*