

DESIGNER:
Diana Ovezza

ASSISTANCE:
Barbara Bigosińska, Ethan Nakache

Bizzarri

bazzazza HEADLINE

azzazza TEXT

bazzazza HEADLINE ITALICS

azzazza TEXT ITALICS

Bizzarri is a dynamic type family that blends bold experimentation with typographic refinement. Across both subfamilies—Headline and Text—Bizzarri is defined by its tall ascenders, high caps, and low descenders, giving it a **sophisticated and commanding presence in any context**. With six weights and matching italics in each subfamily, as well as glyph alternates, arrows, and playful icons, it offers the versatility to meet a wide range of design needs.

The **Headline subfamily** is designed for maximum impact. The high contrast, exaggerated spurs, and elongated serifs push the boundaries of traditional serif design, creating a dynamic tension between elegance and assertiveness. These bold features make the Headline styles stand out in titles and logos, offering a striking, modern look that's ideal for attention-grabbing headlines in editorial or branding contexts. The **Text subfamily** refines these elements, offering optimal readability in longer passages without sacrificing personality. The softened serifs and moderated contrast ensure clarity and comfort for extended reading making it perfect for use in magazines, websites, and books.

Bizzarri's italics are a visual standout, bringing a daring mix of sharpness and elegance and adding flexibility to the family.

Inspired by the sleek, aerodynamic forms of Bizzarrini racing cars, this type family blends modern innovation with timeless sophistication, making it the perfect choice for designers seeking both flair and functionality. ☺

GLYPH COUNT: 540

LANGUAGE SUPPORT:

Afrikaans	Italian	Polish
Albanian	Jola-Fonyi	Portuguese
Asu	Kabuverdianu	Romanian
Basque	Kalaallisut	Romansh
Bemba	Kalenjin	Rombo
Bena	Kamba	Rundi
Bosnian	Kikuyu	Rwa
Catalan	Kinyarwanda	Samburu
Chiga	Latvian	Sango
Colognian	Lithuanian	Sangu
Cornish	Low German	Scottish Gaelic
Croatian	Lower Sorbian	Sena
Czech	Luo	Serbian (Latin)
Danish	Luxembourgish	Shambala
Dutch	Luyia	Shona
Embu	Machame	Slovak
English	Makhuwa-Meetto	Slovenian
Esperanto	Makonde	Soga
Estonian	Malagasy	Somali
Faroese	Malay	Spanish
Filipino	Maltese	Swahili
Finnish	Manx	Swedish
French	Maori	Swiss German
Friulian	Meru	Taita
Galician	Morisyen	Teso
Ganda	North Ndebele	Turkish
German	Northern Sami	Upper Sorbian
Gusii	Norwegian	Vunjo
Hungarian	Bokmål	Walser
Icelandic	Norwegian	Welsh
Inari Sami	Nynorsk	Western Frisian
Indonesian	Nyankole	Wolof
Irish	Oromo	Zulu

*“MASTERY IN CURVING
THE DRIFT DRIVE
DEFIES THE LAWS OF*





HEADLINE

200 ExtraLight
300 Light
400 Regular
500 Medium
700 Bold
800 Black

HEADLINE ITALICS

ExtraLight Italic
Light Italic
Italic
Medium Italic
Bold Italic
Black Italic

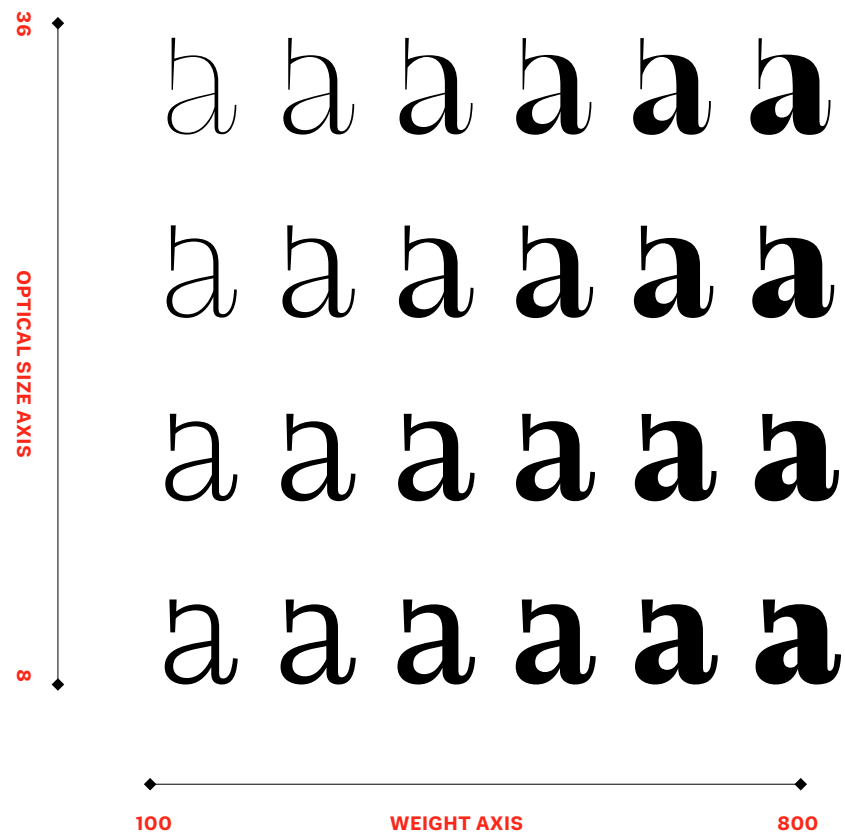
TEXT

200 ExtraLight
300 Light
400 Regular
500 Medium
700 Bold
800 Black

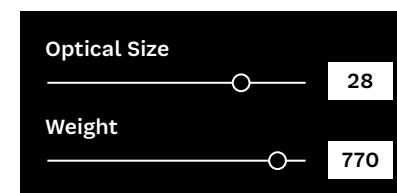
TEXT ITALICS

ExtraLight Italic
Light Italic
Italic
Medium Italic
Bold Italic
Black Italic

This font uses variable font technology. In supported apps and browsers, you can make use of sliders or custom values to access variations of the fonts. Explore freely between the weight and width axes, which means that you can decide for any custom weight between Thin and Black [100–800], and any optical size between Text and Headline [8–36].



👉 Thanks to variable font technology you can choose any custom weight value between 200 and 800 and optical size value between 8 and 36.



Details

Tall cap height
with matching
ascenders

Long spurs
in Text,
with funky
alternate



Edgy,
angled
serifs



Tall
diacritics



Afterwárdy

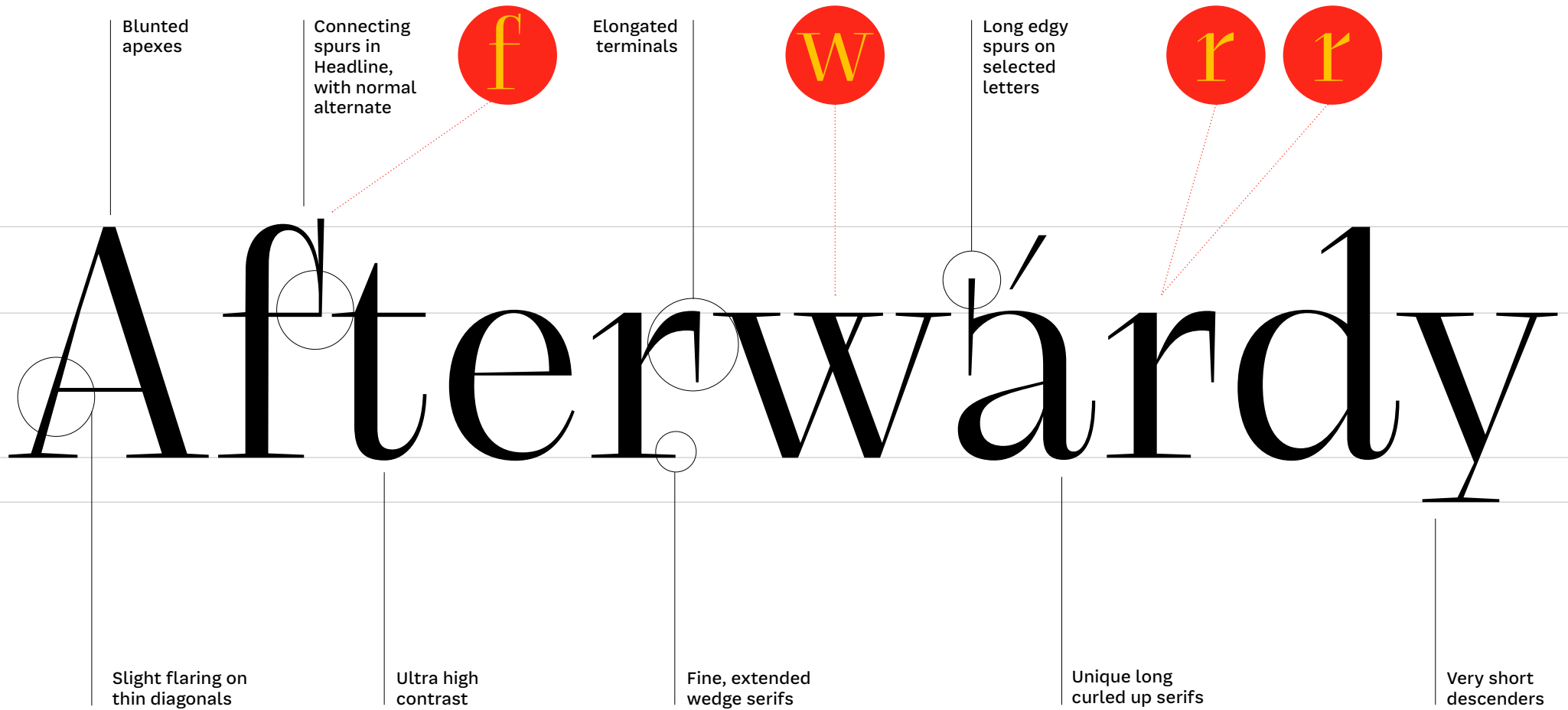
Low 'waist'
on caps

High
contrast

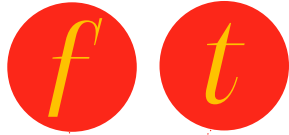
Long wedge
serifs

Selected curled
up serifs

Very short
descenders



Unique design
of f and t in italics



Edgy,
angled
serifs



Spikey spurs
on selected
letters



Afterwardly

The italic
slant is 13°

Numerous
alternates

No bottom
serifs on italics

Selected curled
up serifs

Calligraphic
details in italics

Character Set

A B C D E F G H I J K L M N O
P Q R S T U V W X Y Z

a b c d e f f g h i j k l m n o
p q r r r s t u v w w x y z

0 1 2 3 4 5 6 7 8 9 & ? ↑

A B C D E F G H I J K L M N O
P Q R S T U V W X Y Z

a b c d e f f g h i j k l m n o
p q r r r s t u v w w x y z

0 1 2 3 4 5 6 7 8 9 & ? ↑

DEFAULT NUMERALS (PROPORTIONAL LINING)

0123456789

CIRCLED NUMERALS (WHITE)

①②③④⑤⑥⑦⑧⑨⑩

CIRCLED NUMERALS (BLACK)

➊➋➌➍➎➏➐➑➒

SUPERIOR NUMERALS

H⁰¹²³⁴⁵⁶⁷⁸⁹

INFERIOR NUMERALS

H₀₁₂₃₄₅₆₇₈₉

ORDINALS

a o

NUMERATORS

H¹1234567890

DENOMINATORS

H₁1234567890

FRACTIONS

1/2 1/4 3/4 1/8 3/8 5/8 7/8

CASE ALTERNATES

ı ċ () { } [] - - — « » ‹ ›

ARROWS

↑ ↗ → ↘ ↓ ↙ ← ↖ ↔ ↕

CURRENCY SYMBOLS

\$ £ ¥ € ¢ ₣

GEOEMTRIC SYMBOLS

● ○ ◆ ◇ ■ □ ▲ ▶ ▼ ◀ △ ▷ ▽ ◁ ■ □ ◻ ○ ⊙

ICONS

👉 👈 ✓ ♥ ❤ 👁 👁 🔍 🚀 ✂ ✂

A B C D E F G H I J K L M N O
P Q R S T U V W X Y Z

a b c d e f *f* g h i j k *k* l m n o
p q r *r* s *s* t t u v w *w* *w* x y *y* z

0 1 2 3 4 5 6 7 8 9 ¶ & ?

A B C D E F G H I J K L M N O
P Q R S T U V W X Y Z

a b c d e f f g h i j k k l m n o
p q r r r s s t t u v w w w x y y z

0 1 2 3 4 5 6 7 8 9 ¶ & ?

DEFAULT NUMERALS (PROPORTIONAL LINING)

0123456789

CIRCLED NUMERALS (WHITE)

①②③④⑤⑥⑦⑧⑨⑩

CIRCLED NUMERALS (BLACK)

➊➋➌➍➎➏➐➑➒

SUPERIOR NUMERALS

*H*⁰¹²³⁴⁵⁶⁷⁸⁹

INFERIOR NUMERALS

*H*₀₁₂₃₄₅₆₇₈₉

ORDINALS

a o

NUMERATORS

*H*1234567890

DENOMINATORS

*H*1234567890

FRACTIONS

1/2 1/4 3/4 1/8 3/8 5/8 7/8

CASE ALTERNATES

i ç () { } [] - - — « » ‹ ›

ARROWS

↑ ↗ → ↘ ↓ ↙ ← ↖ ↔ ↕

CURRENCY SYMBOLS

\$ £ ¥ € ¢ f

GEOEMTRIC SYMBOLS

● ○ ◆ ◇ ■ □ ▲ ▶ ▼ ◀ ▶ ▽ ▹ ▹ ▹ ○ ○

ICONS

👉 👊 ✓ ♥ ❤️ 👁️ 👁️🔦 📍 🚀 ✂️ ✂️



Shakedown
Formula 1
Gurney flap
Roll cage
Joker lap
Ladder serie
Jet dryer
Skid plate
Drifting
Blend-line

- ① Thin
- ② *Thin Italic*
- ③ Light
- ④ *Light Italic*
- ⑤ Regular
- ⑥ *Italic*
- ⑦ **Bold**
- ⑧ ***Bold Italic***
- ⑨ **Black**
- ⑩ ***Black Italic***

OpenType Features

STYLISTIC SET 1: alternate f, w



NOTE: the Headline styles have simple f and w alternates in this set, while the text weights have complex alternates.

forward



forward

forward

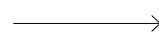


forward

[ITALICS ONLY] STYLISTIC SET 2: alternate k

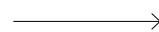


breaking



breaking

breaking



breaking

STYLISTIC SET 3: alternate simple r



forward



for**r**ward

forward

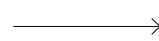


for**r**ward

STYLISTIC SET 4: alternate straight r



forward



for**r**ward

forward



for**r**ward

[ITALICS ONLY] STYLISTIC SET 5: alternate s



exhaust



exhaust

exhaust

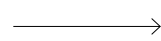


exhaust

[ITALICS ONLY] STYLISTIC SET 6: alternate curly u, w, y

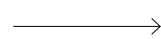


driveway



driveway

driveway



driveway

STYLISTIC SET11: circled numerals (white)



1234567890



①②③④⑤...

STYLISTIC SET12: circled numerals (black)



1234567890



①②③④⑤...

CASE SENSITIVE FORMS (FOR ALL-CAPS SETTING)



[0-X] SUB-PAR



[0-X] SUB-PAR

¿Por qué? ¡¡¡No lo creo!!! «Romeo & Juliet»

¿POR QUÉ? ¡¡¡NO LO CREO!!! «ROMEO & JULIET»

ORDINALS (SPANISH)



1a 1A 2o 2O

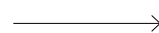


1^a 1^a 2^o 2^o

SUPERIOR NUMERALS



H123456789

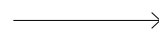


H¹²³⁴⁵⁶⁷⁸⁹

INFERIOR NUMERALS



H123456789



H₁₂₃₄₅₆₇₈₉

NUMERATORS (FRACTIONS)



H123456789

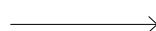


H123456789

DENOMINATORS (FRACTIONS)



H123456789

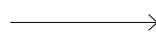


H123456789

FRACTIONS



2/57 100/399



2/57 100/399

Text Samples

38/38 PT

Racing, competing,
is in my blood.
It's part of me, part
of my life.

Ayrton Senna ↗

38/38 PT

*Race cars are neither
beautiful nor ugly.
They become beautiful
when they win.*

Enzo Ferrari ↗

38/38 PT

Aerodynamics are
for people who
can't build engines.

Enzo Ferrari ↗

*Straight roads are
for fast cars,
turns are for fast
drivers.*

38/38 PT

I build engines
and attach wheels
to them.

Enzo Ferrari ↖

38/38 PT

*Aerodynamics are
for people who can't
build engines.*

Enzo Ferrari ↗

32/38 PT

Few names echo through the racing world like that of Ayrton Senna. Born in 1960, Senna would go on to win three Formula 1 World Championships, becoming one of the sport's most iconic figures. Known for his daring, precision, and raw talent, he often said, "Being second is to be the first of the ones who lose." Senna's fierce rivalry with Alain Prost defined a generation, and his battles at circuits like Monaco and Suzuka remain legendary. His legacy as one of the greatest drivers continues to inspire racers around the world.

36/38 PT

Few names echo through the racing world like that of Ayrton Senna. Born in 1960, Senna would go on to win three Formula 1 World Championships, becoming one of the sport's most iconic figures. Known for his daring, precision, and raw talent, he often said, "Being second is to be the first of the ones who lose." Senna's fierce rivalry with Alain Prost defined a generation, and his battles at circuits like Monaco and Suzuka remain legendary. His legacy as one of the greatest drivers continues to inspire racers around the world.

36/38 PT

Few names echo through the racing world like that of Ayrton Senna. Born in 1960, Senna would go on to win three Formula 1 World Championships, becoming one of the sport's most iconic figures. Known for his daring, precision, and raw talent, he often said, "Being second is to be the first of the ones who lose." Senna's fierce rivalry with Alain Prost defined a generation, and his battles at circuits like Monaco and Suzuka remain legendary. Senna's legacy as one of the greatest drivers continues

36/38 PT

Few names echo through the racing world like that of Ayrton Senna. Born in 1960, Senna would go on to win three Formula 1 World Championships, becoming one of the sport's most iconic figures. Known for his daring, precision, and raw talent, he often said, "Being second is to be the first of the ones who lose." Senna's fierce rivalry with Alain Prost defined a generation, and his battles at circuits like Monaco and Suzuka remain legendary. Senna's legacy as one of the greatest drivers continues

20/26 PT

In 1962, the Bizzarrini 5300 GT Strada was born, a car that redefined speed and style, capable of reaching speeds of 280 km/h. It took part in iconic races like the 24 Hours of Le Mans, where precision and performance were everything. Tracks like Circuito di Monza, with a distance of 5.793 km, were the ultimate test of endurance, where lap records were set at 1:21.046. Races like the Mille Miglia and the Targa Florio pushed drivers to their limits as they navigated treacherous roads and hairpin turns. In racing, even the smallest adjustment—whether it's the perfect balance or a swift pit stop—could make the difference between victory and defeat. As the Bizzarrini Racing Team (@Bizzarrini) often said, *"In racing, you learn how to lose and win in the same breath."* The legendary number #13 was worn by the fastest

12/18 PT

In 1962, the Bizzarrini 5300 GT Strada was born, a car that redefined speed and style, capable of reaching speeds of 280 km/h. It took part in iconic races like the 24 Hours of Le Mans, where precision and performance were everything. Tracks like Circuito di Monza, with a distance of 5.793 km, were

the ultimate test of endurance, where lap records were set at 1:21.046. Races like the Mille Miglia and the Targa Florio pushed drivers to their limits as they navigated treacherous roads and hairpin turns. In racing, even the smallest adjustment—whether it's the perfect balance or a swift pit

stop—could make the difference between victory and defeat. As the Bizzarrini Racing Team (@Bizzarrini) often said, *"In racing, you learn how to lose and win in the same breath."* The legendary number #13 was worn by the fastest cars, and on the track, there was no end in sight (∞), only the drive for

20/26 PT

In 1962, the Bizzarrini 5300 GT Strada was born, a car that redefined speed and style, capable of reaching speeds of 280 km/h. It took part in iconic races like the 24 Hours of Le Mans, where precision and performance were everything. Tracks like Circuito di Monza, with a distance of 5.793 km, were the ultimate test of endurance, where lap records were set at 1:21.046. Races like the Mille Miglia and the Targa Florio pushed drivers to their limits as they navigated treacherous roads. In racing, even the smallest adjustment—whether it's the perfect balance or a swift pit stop—could make the difference between victory and defeat. As the Bizzarrini Racing Team (@Bizzarrini) often said, *"In racing, you learn how to lose and win in the same breath."* The legendary number #13 was worn by the

12/18 PT

In 1962, the Bizzarrini 5300 GT Strada was born, a car that redefined speed and style, capable of reaching speeds of 280 km/h. It took part in iconic races like the 24 Hours of Le Mans, where precision and performance were everything. Tracks like Circuito di Monza, with a distance of 5.793

km, were the ultimate test of endurance, where lap records were set at 1:21.046. Races like the Mille Miglia and the Targa Florio pushed drivers to their limits as they navigated treacherous roads and hairpin turns. In racing, even the smallest adjustment—whether it's the perfect

balance or a swift pit stop—could make the difference between victory and defeat. As the Bizzarrini Racing Team (@Bizzarrini) often said, *"In racing, you learn how lose and win in the same breath."* The legendary number #13 was worn by the fastest cars, and on the track, there was no end in sight

20/26 PT

In 1962, the Bizzarrini 5300 GT Strada was born, a car that redefined speed and style, capable of reaching speeds of 280 km/h. It took part in iconic races like the 24 Hours of Le Mans, where precision and performance were everything. Tracks like Circuito di Monza, with a distance of 5.793 km, were the ultimate test of endurance, where lap records were set at 1:21.046. Races like the Mille Miglia and the Targa Florio pushed drivers to their limits as they navigated treacherous roads. In racing, even the smallest adjustment—whether it’s the perfect balance or a swift pit stop—could make the difference between victory and defeat. As the Bizzarrini Racing Team (@Bizzarrini) often said, *“In racing, you learn how to lose and win in the same breath.”*

12/18 PT

In 1962, the Bizzarrini 5300 GT Strada was born, a car that redefined speed and style, capable of reaching speeds of 280 km/h. It took part in iconic races like the 24 Hours of Le Mans, where precision and performance were everything. Tracks like Circuito di Monza, with a distance

of 5.793 km, were the ultimate test of endurance, where lap records were set at 1:21.046. Races like the Mille Miglia and the Targa Florio pushed drivers to their limits as they navigated treacherous roads and hairpin turns. In racing, even the smallest adjustment—whether it’s the

perfect balance or a swift pit stop—could make the difference between victory and defeat. As the Bizzarrini Racing Team (@Bizzarrini) often said, *“In racing, you learn how lose and win in the same breath.”* The legendary number #13 was worn by the fastest cars, and on the track,

*Samples in
Selected
Languages*

80/88 PT

Präzisierung

GERMAN

Bağlantılar

TURKISH

Élégance

FRENCH

Świadomość

CZECH

Încrezător

ROMANIAN

80/88 PT

Präzisierung

GERMAN

Bağlantılar

TURKISH

Élégance

FRENCH

Świadomość

CZECH

Încrezător

ROMANIAN

Körülmények

80/88 PT

Mañanitas

HUNGARIAN

Årsberättelse

SPANISH

København

SWEDISH

Łódźeczko

DANISH

POLISH

Körülmények

80/88 PT

Mañanitas

HUNGARIAN

Årsberättelse

SPANISH

København

SWEDISH

Łódzeczko

DANISH

POLISH

80/88 PT

Competición

SPANISH

Závodník

CZECH

Acceleración

CATALAN

Zwycięstwo

POLISH

Gyorsulás

HUNGARIAN

80/88 PT

Competición

SPANISH

Závodník

CZECH

Acceleración

CATALAN

Zwycięstwo

POLISH

Gyorsulás

HUNGARIAN

12/16 PT GERMAN

Rennen sind nicht nur eine Frage der Geschwindigkeit—es geht um Präzision, Können und das Ausloten von Grenzen. Jede Kurve, jede Gerade und jeder Boxenstopp kann den Unterschied zwischen Sieg und Niederlage ausmachen. Für echte Rennfahrer liegt der Nervenkitzel in der Herausforderung und dem Streben nach Perfektion. Es ist ein Test der Ausdauer, sowohl für die Maschine

12/16 PT FRENCH

La course, ce n'est pas seulement une question de vitesse—c'est une question de précision, de compétence et de dépassement des limites. Chaque virage, chaque ligne droite, chaque arrêt au stand peut faire la différence entre la victoire et la défaite. Pour les vrais coureurs, le frisson réside dans le défi et la quête de perfection. C'est un test d'endurance, autant pour la machine que pour le

12/16 PT TURKISH

Yarış, yalnızca hızla ilgili değildir—aynı zamanda hassasiyet, beceri ve sınırları aşmakla ilgilidir. Her viraj, her düzlük, her fren ve her pit stop, galibiyet ile mağlubiyet arasındaki ince çizgiyi belirler. Gerçek yarışçılar için heyecan, mücadelenin kendisinde ve mükemmellik peşinde koşmaktadır. Yarış, hem makine hem de sürücü için bir dayanıklılık ve azim testidir. Nihayetinde,

12/16 PT SPANISH

Las carreras no son solo sobre la velocidad—se trata de precisión, habilidad y llevar los límites al extremo. Cada curva, cada recta, cada parada en boxes puede marcar la diferencia entre la victoria y la derrota. Para los verdaderos pilotos, la emoción está en el desafío y en la búsqueda de la perfección. Es una prueba de resistencia, tanto para la máquina como para el piloto. Al final, es la

12/16 PT CZECH

Závody nejsou jen o rychlosti—jde o přesnost, dovednost a posouvání hranic. Každá zatáčka, každá rovinka a každá zastávka v boxech mohou rozhodnout mezi vítězstvím a porážkou. Pro skutečné závodníky je vzrušení ve výzvě a snaze o dokonalost. Je to zkouška vytrvalosti, jak pro stroj, tak pro řidiče. Nakonec je to právě snaha o dokonalost, co udržuje závodní

12/16 PT ROMANIAN

Cursele nu sunt doar despre viteză—este vorba despre precizie, îndemânare și depășirea limitelor. Fiecare viraj, fiecare linie dreaptă și fiecare oprire la boxe pot face diferența între victorie și înfrângere. Pentru adevărații piloți, emoția se află în provocare și în căutarea perfecțiunii. Este un test de anduranță, atât pentru mașină, cât și pentru pilot. În final, căutarea excelenței este ceea ce

12/16 PT GERMAN

Rennen sind nicht nur eine Frage der Geschwindigkeit—es geht um Präzision, Können und das Ausloten von Grenzen. Jede Kurve, jede Gerade und jeder Boxenstopp kann den Unterschied zwischen Sieg und Niederlage ausmachen. Für echte Rennfahrer liegt der Nervenzitzel in der Herausforderung und dem Streben nach Perfektion. Es ist ein Test der Ausdauer, sowohl für die Maschine als auch für

12/16 PT FRENCH

La course, ce n'est pas seulement une question de vitesse—c'est une question de précision, de compétence et de dépassement des limites. Chaque virage, chaque ligne droite, chaque arrêt au stand peut faire la différence entre la victoire et la défaite. Pour les vrais coureurs, le frisson réside dans le défi et la quête de perfection. C'est un test d'endurance, autant pour la machine que pour le pilote. En fin de

12/16 PT TURKISH

Yarış, yalnızca hızla ilgili değildir—aynı zamanda hassasiyet, beceri ve sınırları aşmakla ilgilidir. Her viraj, her düzlük, her fren ve her pit stop, galibiyet ile mağlubiyet arasındaki ince çizgiyi belirler. Gerçek yarışçılar için heyecan, mücadelenin kendisinde ve mükemmellik peşinde koşmaktadır. Yarış, hem makine hem de sürücü için bir dayanıklılık ve azim testidir. Nihayetinde,

12/16 PT SPANISH

Las carreras no son solo sobre la velocidad—se trata de precisión, habilidad y llevar los límites al extremo. Cada curva, cada recta, cada parada en boxes puede marcar la diferencia entre la victoria y la derrota. Para los verdaderos pilotos, la emoción está en el desafío y en la búsqueda de la perfección. Es una prueba de resistencia, tanto para la máquina como para el piloto. Al final, es la búsqueda de la

12/16 PT CZECH

Závody nejsou jen o rychlosti—jde o přesnost, dovednost a posouvání hranic. Každá zatáčka, každá rovinka a každá zastávka v boxech mohou rozhodnout mezi vítězstvím a porážkou. Pro skutečné závodníky je vzrušení ve výzvě a snaze o dokonalost. Je to zkouška vytrvalosti, jak pro stroj, tak pro řidiče. Nakonec je to právě snaha o dokonalost, co udržuje závodní duch naživu.

12/16 PT ROMANIAN

Cursele nu sunt doar despre viteză—este vorba despre precizie, îndemânare și depășirea limitelor. Fiecare viraj, fiecare linie dreaptă și fiecare oprire la boxe pot face diferența între victorie și înfrângere. Pentru adevărații piloți, emoția se află în provocare și în căutarea perfecțiunii. Este un test de anduranță, atât pentru mașină, cât și pentru pilot. În final, căutarea excelenței este ceea ce menține spiri-

12/16 PT GERMAN

Rennen sind nicht nur eine Frage der Geschwindigkeit—es geht um Präzision, Können und das Ausloten von Grenzen. Jede Kurve, jede Gerade und jeder Boxenstopp kann den Unterschied zwischen Sieg und Niederlage ausmachen. Für echte Rennfahrer liegt der Nervenkitzel in der Herausforderung und dem Streben nach Perfektion. Es ist ein Test der Ausdauer, sowohl für die

12/16 PT FRENCH

La course, ce n'est pas seulement une question de vitesse—c'est une question de précision, de compétence et de dépassement des limites. Chaque virage, chaque ligne droite, chaque arrêt au stand peut faire la différence entre la victoire et la défaite. Pour les vrais coureurs, le frisson réside dans le défi et la quête de perfection. C'est un test d'endurance, autant pour la machine

12/16 PT TURKISH

Yarış, yalnızca hızla ilgili değildir—aynı zamanda hassasiyet, beceri ve sınırları aşmakla ilgilidir. Her viraj, her düzlük, her fren ve her pit stop, galibiyet ile mağlubiyet arasındaki ince çizgiyi belirler. Gerçek yarışçılar için heyecan, mücadelenin kendisinde ve mükemmellik peşinde koşmaktadır. Yarış, hem makine hem de sürücü için bir dayanıklılık ve azim testidir.

12/16 PT SPANISH

Las carreras no son solo sobre la velocidad—se trata de precisión, habilidad y llevar los límites al extremo. Cada curva, cada recta, cada parada en boxes puede marcar la diferencia entre la victoria y la derrota. Para los verdaderos pilotos, la emoción está en el desafío y en la búsqueda de la perfección. Es una prueba de resistencia, tanto para la máquina como para el piloto. Al final, es

12/16 PT CZECH

Závody nejsou jen o rychlosti—jde o přesnost, dovednost a posouvání hranic. Každá zatáčka, každá rovinka a každá zastávka v boxech mohou rozhodnout mezi vítězstvím a porážkou. Pro skutečné závodníky je vzrušení ve výzvě a snaze o dokonalost. Je to zkouška vytrvalosti, jak pro stroj, tak pro řidiče. Nakonec je to právě snaha o dokonalost, co udržuje

12/16 PT ROMANIAN

Cursele nu sunt doar despre viteză—este vorba despre precizie, îndemânare și depășirea limitelor. Fiecare viraj, fiecare linie dreaptă și fiecare oprire la boxe pot face diferența între victorie și înfrângere. Pentru adevărații piloți, emoția se află în provocare și în căutarea perfecțiunii. Este un test de anduranță, atât pentru mașină, cât și pentru pilot. În final, căutarea excelenței este ceea

12/16 PT GERMAN

Rennen sind nicht nur eine Frage der Geschwindigkeit—es geht um Präzision, Können und das Ausloten von Grenzen. Jede Kurve, jede Gerade und jeder Boxenstopp kann den Unterschied zwischen Sieg und Niederlage ausmachen. Für echte Rennfahrer liegt der Nervenkitzel in der Herausforderung und dem Streben nach Perfektion. Es ist ein Test der Ausdauer, sowohl

12/16 PT FRENCH

La course, ce n'est pas seulement une question de vitesse—c'est une question de précision, de compétence et de dépassement des limites. Chaque virage, chaque ligne droite, chaque arrêt au stand peut faire la différence entre la victoire et la défaite. Pour les vrais coureurs, le frisson réside dans le défi et la quête de perfection. C'est un test d'endurance, autant pour la machine

12/16 PT TURKISH

Yarış, yalnızca hızla ilgili değildir—aynı zamanda hassasiyet, beceri ve sınırları aşmakla ilgilidir. Her viraj, her düzlük, her fren ve her pit stop, galibiyet ile mağlubiyet arasındaki ince çizgiyi belirler. Gerçek yarışçılar için heyecan, mücadelenin kendisinde ve mükemmellik peşinde koşmaktadır. Yarış, hem makine hem de sürücü için bir dayanıklılık ve azim testidir.

12/16 PT SPANISH

Las carreras no son solo sobre la velocidad—se trata de precisión, habilidad y llevar los límites al extremo. Cada curva, cada recta, cada parada en boxes puede marcar la diferencia entre la victoria y la derrota. Para los verdaderos pilotos, la emoción está en el desafío y en la búsqueda de la perfección. Es una prueba de resistencia, tanto para la máquina como para el

12/16 PT CZECH

Závody nejsou jen o rychlosti—jde o přesnost, dovednost a posouvání hranic. Každá zatáčka, každá rovinka a každá zastávka v boxech mohou rozhodnout mezi vítězstvím a porážkou. Pro skutečné závodníky je vzrušení ve výzvě a snaze o dokonalost. Je to zkouška vytrvalosti, jak pro stroj, tak pro řidiče. Nakonec je to právě snaha o dokonalost, co

12/16 PT ROMANIAN

Cursele nu sunt doar despre viteză—este vorba despre precizie, îndemânare și depășirea limitelor. Fiecare viraj, fiecare linie dreaptă și fiecare oprire la boxe pot face diferența între victorie și înfrângere. Pentru adevărații piloți, emoția se află în provocare și în căutarea perfecțiunii. Este un test de anduranță, atât pentru mașină, cât și pentru pilot. În final, căutarea excelenței

12/16 PT GERMAN

Rennen sind nicht nur eine Frage der Geschwindigkeit—es geht um Präzision, Können und das Ausloten von Grenzen. Jede Kurve, jede Gerade und jeder Boxenstopp kann den Unterschied zwischen Sieg und Niederlage ausmachen. Für echte Rennfahrer liegt der Nervenkitzel in der Herausforderung und dem Streben nach Perfektion. Es ist ein Test der

12/16 PT FRENCH

La course, ce n'est pas seulement une question de vitesse—c'est une question de précision, de compétence et de dépassement des limites. Chaque virage, chaque ligne droite, chaque arrêt au stand peut faire la différence entre la victoire et la défaite. Pour les vrais coureurs, le frisson réside dans le défi et la quête de perfection. C'est un test d'endurance,

12/16 PT TURKISH

Yarış, yalnızca hızla ilgili değildir—aynı zamanda hassasiyet, beceri ve sınırları aşmakla ilgilidir. Her viraj, her düzlük, her fren ve her pit stop, galibiyet ile mağlubiyet arasındaki ince çizgiyi belirler. Gerçek yarışçılar için heyecan, mücadelenin kendisinde ve mükemmellik peşinde koşmaktadır. Yarış, hem makine hem de sürücü için bir dayanıklılık ve azim

12/16 PT SPANISH

Las carreras no son solo sobre la velocidad—se trata de precisión, habilidad y llevar los límites al extremo. Cada curva, cada recta, cada parada en boxes puede marcar la diferencia entre la victoria y la derrota. Para los verdaderos pilotos, la emoción está en el desafío y en la búsqueda de la perfección. Es una prueba de resistencia, tanto para la

12/16 PT CZECH

Závody nejsou jen o rychlosti—jde o přesnost, dovednost a posouvání hranic. Každá zatáčka, každá rovinka a každá zastávka v boxech mohou rozhodnout mezi vítězstvím a porážkou. Pro skutečné závodníky je vzrušení ve výzvě a snaze o dokonalost. Je to zkouška vytrvalosti, jak pro stroj, tak pro řidiče. Nakonec je to právě snaha o dokonalost, co

12/16 PT ROMANIAN

Cursele nu sunt doar despre viteză—este vorba despre precizie, îndemânare și depășirea limitelor. Fiecare viraj, fiecare linie dreaptă și fiecare oprire la boxe pot face diferența între victorie și înfrângere. Pentru adevărații piloți, emoția se află în provocare și în căutarea perfecțiunii. Este un test de anduranță, atât pentru mașină, cât și pentru pilot. În final,

In Use

James Bond red finish
clerk of the courses
Mickey Mouse corner
density altitude (DA)
Drag Reduction System
full-course yellow

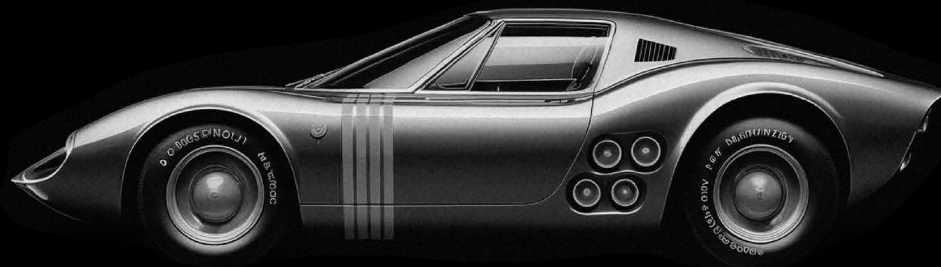
N^o5







Corsa 1968
2450S



Velocità 1964
3200 GT



Forza 410 GT

Eleganza 1957
2200L



Prestigio 1963
2900GT



La Formula 1 negli anni '60 fu un periodo di intenso sviluppo tecnologico e di competizione. Quest'era è spesso vista come l'oro dello sport automobilistico, grazie ai suoi piloti leggendari e delle sue innovazioni. All'inizio del decennio, la tecnologia di Formula 1 era ancora piuttosto primitiva rispetto agli standard moderni. Le auto utilizzavano motori montati anteriormente, ma negli anni '60, arrivò la rivoluzione con l'adozione dei motori montati posteriormente. Questa transizione spinta principalmente dai costruttori britannici come Lotus. Questo cambiamento formò radicalmente la dinamica delle auto, rendendole più agili e veloci. Gli anni '60 videro anche significativi progressi in termini di sicurezza, anche se le norme erano ancora molto basilari. Purtroppo, il decennio è segnato da diversi gravi incidenti, che sottolineano i rischi estremi corsi dai piloti. Tra i più famosi, si ricordano Jim Clark, Graham Hill e John Surtees. Clark è particolarmente venerato per il suo talento.

Text Light & Light Italic

“ABBIAAMO SOI
NOMINATO L’A
IL MOSTRO.”





Labels in this specimen are set in Bay Sans from Blast Foundry

www.blast-foundry.com ↗ email: info@blast-foundry.com ↖ Instagram: [@blast_foundry](https://www.instagram.com/blast_foundry)