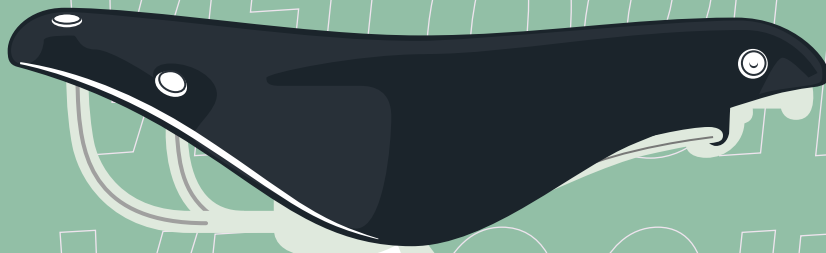


THIN • LIGHT • REGULAR • MEDIUM • SEMIBOLD • BOLD • EXTRABOLD

VELOCITY



Proudly presented by
TandemType

VELOCITY

AN ALL-CAPS MONSTER, PUSHING AT FULL-TILT

VERSION

Released: 2026
 Current release: version 1.0

DESIGNER(S)

Paul Hanslow
 Lead design, concept, production

Kaja Słojewska
 Design assistance and evaluation

CLASSIFICATION

DISPLAY SANS SERIF

INSPIRED BY

Road cycling and the fast paced action of the velodrome

AVAILABLE FORMATS

OTF and TTF for Desktop,
 WOFF2 and WOFF for web

Tightly spaced and ready to accelerate across the start line, Velocity is an all-caps, attention-grabbing, sans serif. Originally a loose interpretation of the slanted type forms found on the British Overseas Airways Corporation (BOAC) posters, Velocity's main inspiration is road cycling and the fast-paced action on the velodrome. With a high degree of curvature and forward momentum, Velocity performs best in contemporary branding applications, set large to soak up the limelight. The lighter to medium weights remain legible in smaller sizes, too.

Velocity prioritizes compactness above all else, with its forms remaining horizontally tight, without cramping. With multiple stylistic sets, Velocity can successfully traverse different design environments without breaking a sweat.

Does your design require a stronger visual impact, but you're worried about text reflow? No problem! All of Velocity's weights are duplexed, providing flexibility to nimbly switch from Thin to ExtraBold without impeding your layout's design, allowing you to maintain pace and sprint across the finish line.

Velocity features three sets of diacritics: normal, slammed, and aero. The slammed accents take an unconventional approach, stretching typographic conversions to a breaking point by fusing the accents to their letter-forms; while the aero accents are intentionally thin to allow for tighter vertical interline spacing.

Designed by Paul Hanslow and refined by the skillful eye of Kaja Słojewska, Velocity is Paul's debut release with Tandem Type.

THIN¹⁰⁰ LIGHT³⁰⁰ REGULAR⁴⁰⁰ MEDIUM⁵⁰⁰
 SEMIBOLD⁶⁰⁰ BOLD⁷⁰⁰ EXTRABOLD⁸⁰⁰

NOTABLE CHARACTERS



“EVERYONE’S JUMPIN’ ON THE SAG WAGON”

WHEEL SUCKER

SINGLE-TRACK MINDS RIDE ALIKE

AÉRODYNAMIQUE

AVERAGE CADENCE – 103 RPM

HORS CATÉGORIE: 5,000+ FEET IN ELEVATION GAIN

MAGLIA ROSA

FIXIE & THE BOURGEOISIE

SKIDMARK DREAMPARK

» FOLKING OUT THE PAIN «

GOOSENECK! THREADLESS OR QUILLED?



Design Information

Velocity began after researching the letterforms from British Overseas Airways Corporation (BOAC) aviation posters and associated paraphernalia from the mid-20th century. Most examples display all-cap letterforms, with a dancing baseline and slight forward slant. This angularity served as the starting point for Velocity.

Crafting a faithful revival of the BOAC letterforms was not the intention, as Toshi Omagari had previously accomplished this with *Fanfare* (released by Monotype in 2017). Instead, Velocity takes the conventions established in the BOAC letterforms and increases the curvature in a contemporary typographic direction.

Finding inspiration

Velocity's main inspiration is fast-paced road cycling and the momentum of a velodrome's steep banked track. Velocity's curves have been pushed to their maximum, bursting with momentous energy while remaining compact.

The broad weight range was inspired by the angular geometry of modern bike frames, with the Thin weight having flat apexes (see **A**, **M**, **N**, **V**, **W**) that become sharper as they transition into the heavier weights. An advantage of this approach is that a stronger balance could be achieved between a letter's counterforms and the negative space surrounding it. Considering Velocity's weights are duplexed, this approach to Velocity's counterforms results in letters comfortably occupy the same advanced-width across Velocity's entire weight range, without appearing too tight or loose.

More accents. More design possibilities!

Velocity has three sets of accents to cover Pan-European Latin and Vietnamese: the default accents, slammed accents [ss01], and aero accents [ss02]. The aero accents are vertically shorter and sit lower than the default set, created specifically to allow tighter line spacing. These are best used when Velocity is displayed at large sizes. The slammed accents push Velocity's design in an

unconventional direction, with the accent fusing with the base letter in the heavier weights, creating a single unified shape. Their inspiration comes from European house numbers and C&C'ed signs, where the letter and accent are combined into a single shape.

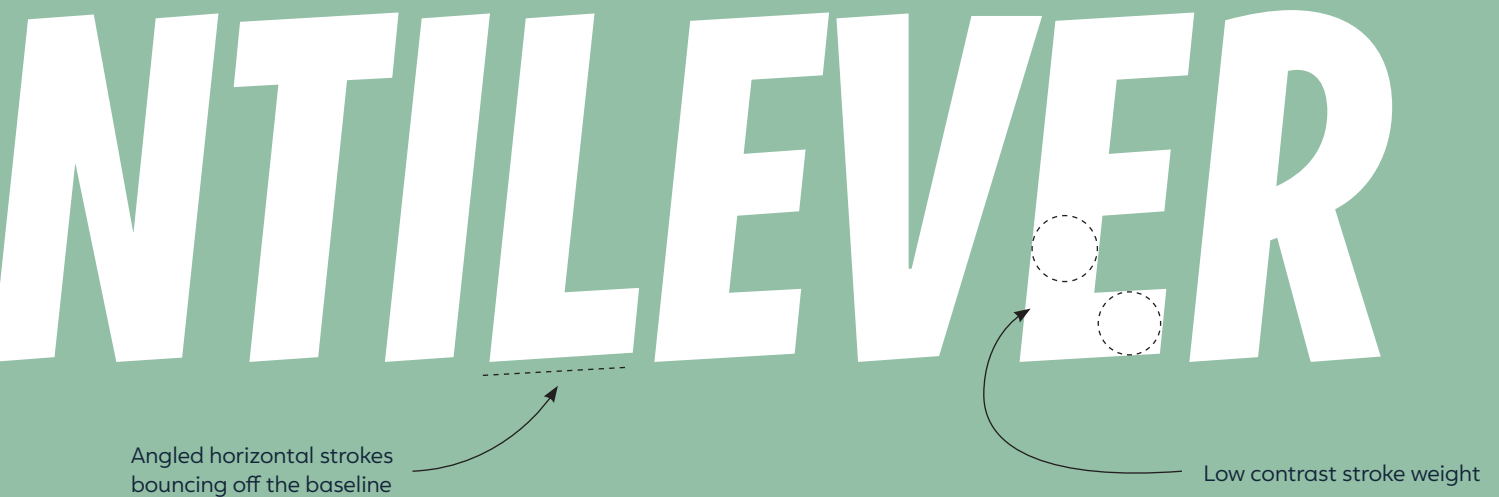
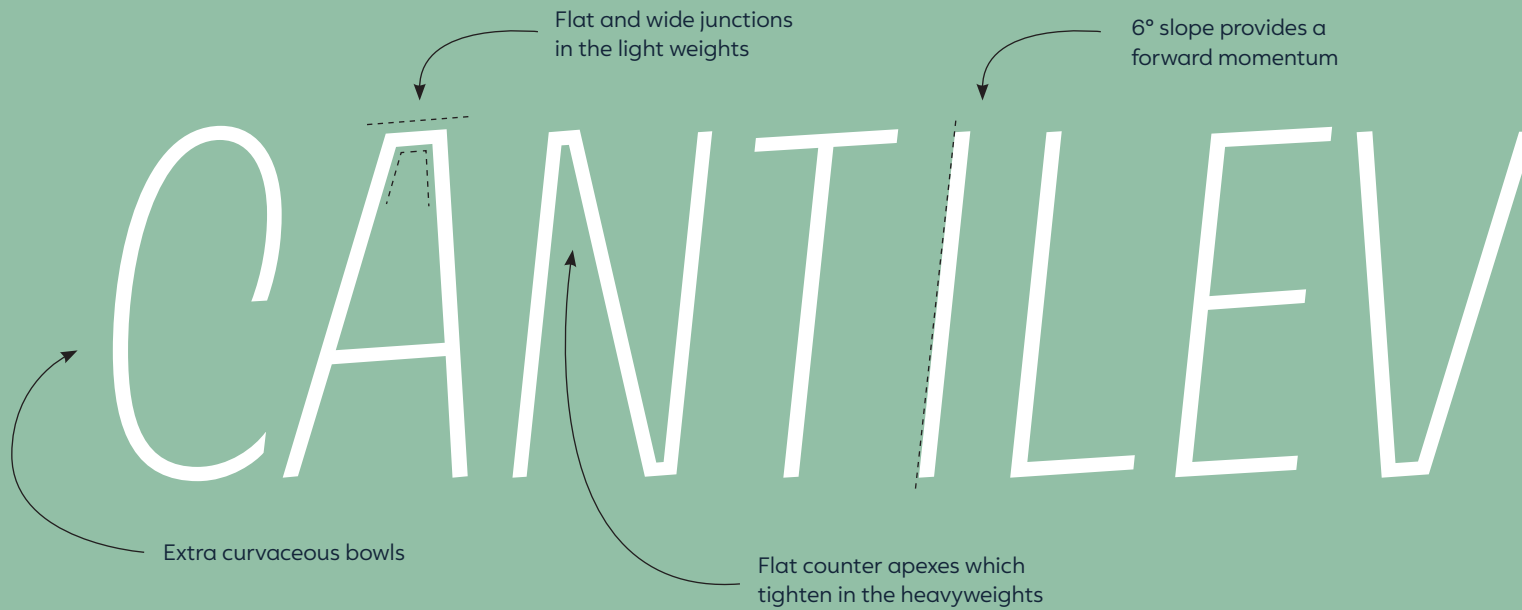
Designing three styles of accents presented unforeseen design challenges, with the slammed accents being the biggest headache. Every encoded letter and accent combination required checking and altered (if required) to ensure each accent fused to each base letter comfortably within the heavy weights. For example, six tilde variants were designed to avoid excessive overlapping between the accent and base letter. The aim of the slammed accents is to lightly touch the letter without overly intersecting the letter and becoming a visual mess.

You can read more about Velocity's many stylist sets and features in the [Opentype features](#) of this specimen.

Notes and references

1. 'BOAC Speedbird Route' timetable leaflets, 1947.
2. 'BOAC Takes Good Care of You' poster, artwork by John Worsley, 1949. British Overseas Airways Corporation in Association with Qantas Empire Airways Ltd, South African Airways and Tasman Empire Airways Ltd. Size 76 × 51cm.
3. Qantas 'Super Service At Your Command!' poster, artwork by John Maudson, 1954. Size 99.8 × 71.2cm.
4. *Ariel* book cover, designed by Berthold Wolpe for Faber & Faber, year unknown.

DESIGN FEATURES



Rigid construction

In the lighter weights the counters of A, M, W, and V have been kept open by elongating their horizontal strokes, creating a forward momentum. As Velocity becomes heavier, the counters narrow and sharpen to a point, with the outer apex retaining the wide elongated stroke.

RAW VITAMINS

Thin

RAW VITAMINS

Regular

RAW VITAMINS

Extra bold



SS01

Slammed accents

Velocity features three styles of accents—default accents, **Slammed accents** [ss01] and **Aero accents** [ss02]—each designed for a specific intent.

Slammed accents prioritize connecting to the base letter often unconventionally. These accents draw inspiration from signage where the accent connects directly to the letter.

Weight progression



Default accents

ČÍŽČÍ VRCH
 ĐỒNG THÁP
 ŽLUŽŤOUČKÝ
 GYÖNYÖRÚ

Slammed accents

ČÍŽČÍ VRCH
 ĐỒNG THÁP
 ŽLUŽŤOUČKÝ
 GYÖNYÖRÚ

SS01

A sample of slammed accents

A bold, black letter 'W' with two dots above it, positioned slightly to the left of the center.

W dieresis
Regular

A bold, black letter 'N' with an acute accent above it, positioned to the left of the center.

N acute
Medium

A bold, black letter 'A' with a breve tilde above it, positioned to the left of the center.

A breve tilde
Bold

A thin, black letter 'Z' with a dot above it, positioned to the left of the center.

Z dot accent
Thin

A bold, black letter 'O' with a hook above it, positioned to the left of the center.

O horn hook
Semibold

A bold, black letter 'U' with a Hungarian umlaut above it, positioned to the left of the center.

U hungarian umlaut
Light

A bold, black letter 'Y' with a tilde above it, positioned to the left of the center.

Y tilde
Medium

A bold, black letter 'G' with a circumflex above it, positioned to the left of the center.

G circumflex
Extra bold

A bold, black letter 'A' with a ring acute above it, positioned to the left of the center.

A ring acute
Light

A bold, black letter 'S' with an acute accent above it, positioned to the left of the center.

S acute
Bold

A bold, black letter 'O' with a horn acute above it, positioned to the left of the center.

O horn acute
Regular

A thin, black letter 'Y' with a macron above it, positioned to the left of the center.

Y macron
Thin

A bold, black letter 'T' with a comma accent below it, positioned to the left of the center.

T comma accent
Extra bold

A thin, black letter 'I' with a tilde above it, positioned to the left of the center.

I tilde
Thin

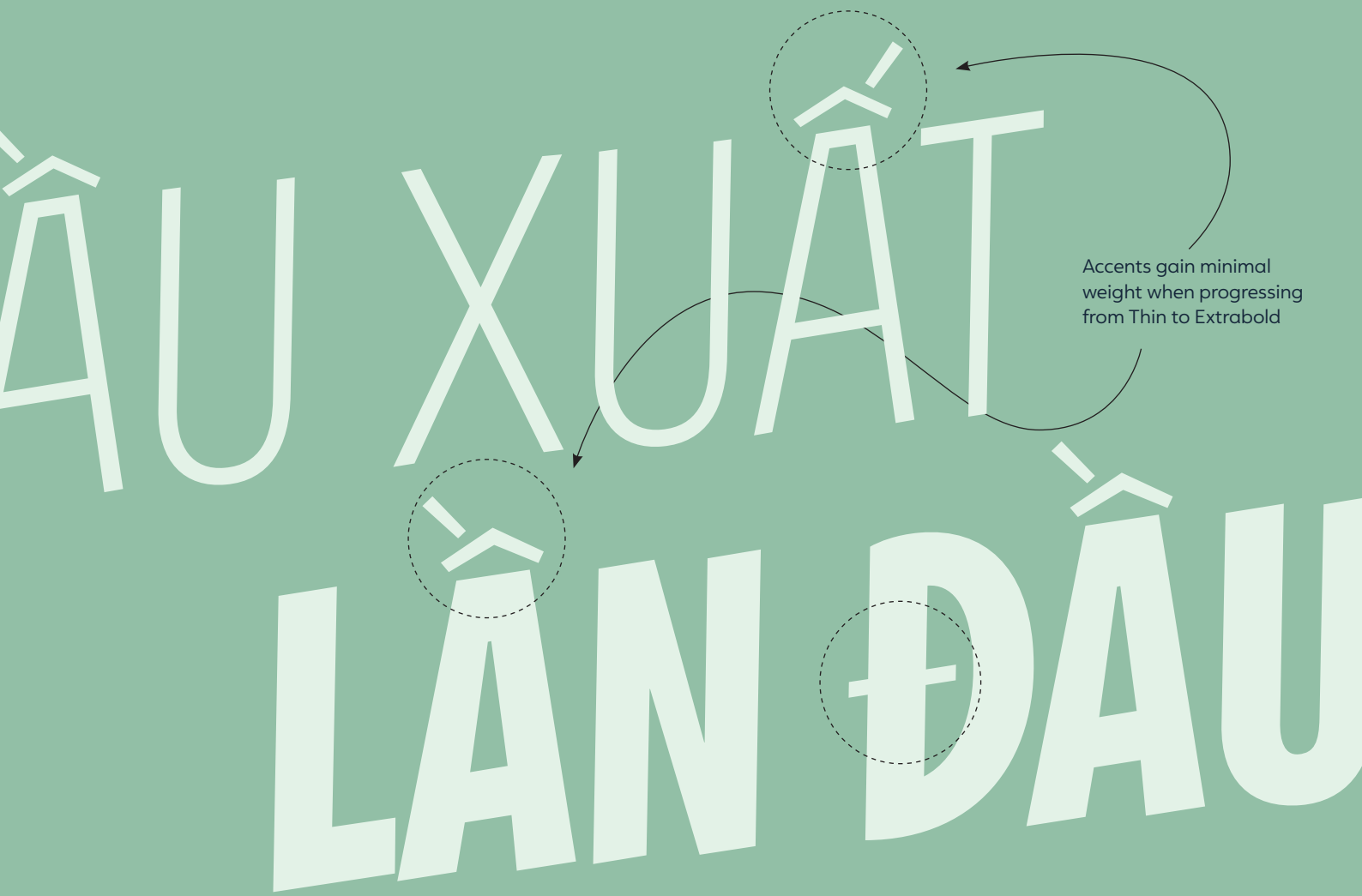
A bold, black letter 'U' with a ring above it, positioned to the left of the center.

U ring
Semibold

A bold, black letter 'E' with a circumflex tilde above it, positioned to the left of the center.

E circumflex tilde
Regular

The slammed accents prioritise connecting with the letter rather than retaining the 'correct' visually centred position above the letter. Most of the slammed accents attempt to position themselves in a central position when possible, yet there are exceptions. Vietnamese accents are quirky with certain stacking tonal marks designed as if they were drawn in a fluid single stroke.



Accents gain minimal weight when progressing from Thin to Extrabold

SS02

Aero accents

The aero accents are smaller than the default accents, more lightweight, and sit lower—allowing for tighter line-to-line spacing. They are intended for headlines, banners, and signage application when Velocity is shown large.

Stroked characters (Ł, H, Đ, Ø, F) are also included in the aero accents, with their strokes thinned to balance with other aero accents.

Weight progression



Default accents

Aero accents

SS02

LUYỆN TẬP

JENČUŠOVÁ

SPØRGSMÅI

ŽDŽEBIEŁKO

PRODUÇÃO

LUYÊN TẬP

JENČUŠOVÁ

SPØRGSMÅI

ŽDŽEBIEŁKO

PRODUÇÃO

SS03

Thin punctuation

Thin punctuation offers a lighter appearance and pairs perfectly with the aero accents. Enable [ss02] and [ss03] together for an overall lighter appearance of accents and punctuation.

Note: Enabling thin punctuation [ss03] has minimal effect on Velocity's Thin weight, as the default punctuation and thin punctuation have identical weight.

Weight progression

{GO?!} {GO?!} {**GO?!}**

Default

Thin punctuation

SS03

i¿TREPARI?

i¿TREPARI?

{“STAGE”}*

{“STAGE”}*

(1, 2, 3...4)

(1, 2, 3...4)

»D’AVANT!«

»D’AVANT!«

HGT: 6' 9"

HGT: 6' 9"

SS04

Thin barred currency, fractions, circled numerals, and math symbols

Enable [ss04] for thin currency symbols, circled numerals, fractions and math symbols. These pair perfectly with the aero accents, so enable [ss02] and [ss04] for a lighter overall appearance. Additionally enabling thin punctuation [ss03] will make Velocity as streamlined as possible.

Note: Enabling [ss04] has minimal effect on Velocity's Thin weight, as the default currency, fractions, circled numerals and math symbols are identical in weight.

Weight progression

đđ\$½€ đđ\$½€ đđ\$½€

Default

Thin currency/symbols

SS04

€4,000.98

€4,000.98

BARRIER ⑥

BARRIER ⑥

≈12½ DOZEN

≈12½ DOZEN

£56+12¢=?

£56+12¢=?

₤64,590α

₤64,590α

SS06

Cropped bar alternates

The alternate Đ and Ł feature a cropped bar, allowing for tighter horizontal spacing. Aero versions of these characters are accessible by activating the aero accents [ss02] and cropped bar stylistic set [ss06].

Weight progression



Default

FÓRNADÍ
FERÐAÐIST
W.JAGIEŁŁO
SŁYSZAŁEŚ

Cropped bars

SS06

FÓRNADÍ
FERÐAÐIST
W.JAGIEŁŁO
SŁYSZAŁEŚ

Cropped bars + aero accents

SS02

SS06

FÓRNADÍ
FERÐAÐIST
W.JAGIEŁŁO
SŁYSZAŁEŚ

SS08

Tucked diereses

The tucked dieresis allows for tighter vertical line-to-line spacing. This feature is also available for the slammed and aero accents by enabling [ss08] + [ss02], or [ss08] + [ss02] respectively.

Weight progression



Default

SINÄKÄÄN
KÖVETJÜK
ÖRÜLNÉL

Tucked diereses

SS08

SINÄKÄÄN
KÖVETJÜK
ÖRÜLNÉL

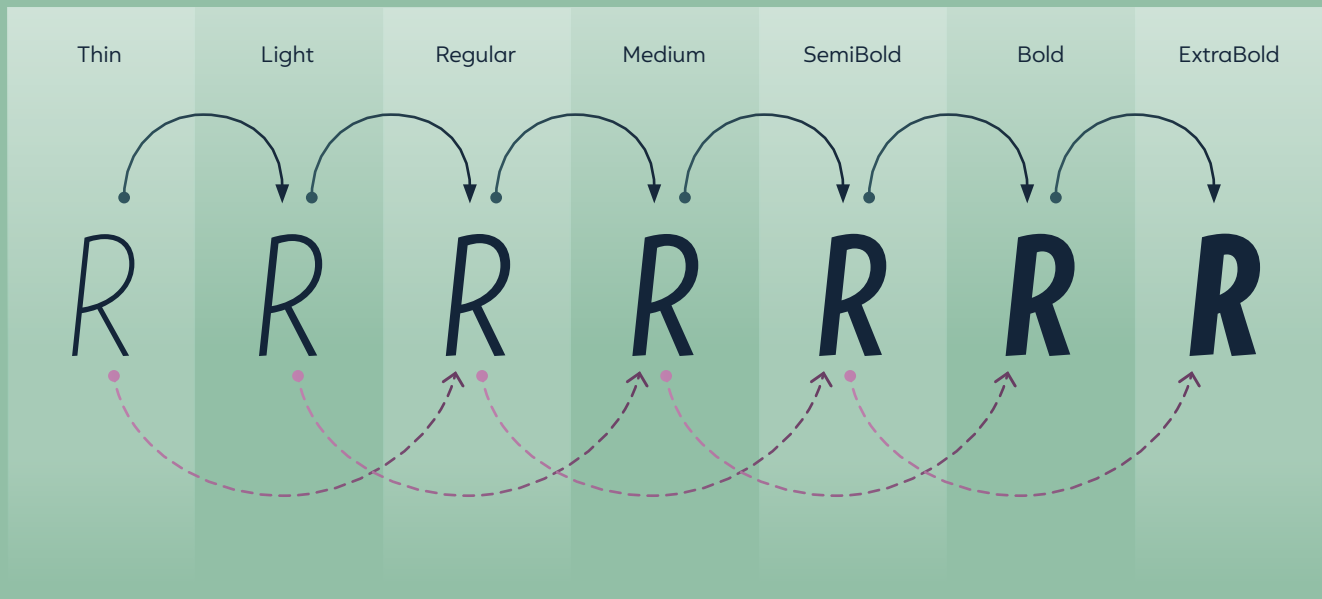
Tucked dieresis + aero accents

SS02

SS08

SINÄKÄÄN
KÖVETJÜK
ÖRÜLNÉL

WEIGHT SELECTION



Velocity's seven duplexed weights offer the ability to use a subtle secondary style, by going one weight heavier, or for additional impact, make the secondary style two weights heavier than the primary style.

- Primary style
- Secondary style (subtle)
- - -> Secondary style (bolder)

When using Thin...

use Light (subtle)

BRIGHTON, PRESTON PARK, JUNÍN, SYDNEY, I
BRIGHTON, PRESTON PARK, JUNÍN, SYDNE

or Regular (bolder)

When using Regular...

use Medium (subtle)

BRIGHTON, PRESTON PARK, JUNÍN, SYDNEY, I
BRIGHTON, PRESTON PARK, JUNÍN, SYDNE

or Semibold (bolder)

When using Semibold...

use Bold (subtle)

BRIGHTON, PRESTON PARK, JUNÍN, SYDNEY, I
BRIGHTON, PRESTON PARK, JUNÍN, SYDNE

or Extrabold (bolder)

Thin

29" IN DIAMETER, 2" WIDE TIRE, 700C RIMS

28pt

Thin

GRAN PREMIO DELLA MONTAGNA

38pt

Thin

BREAKAWAY SPECIALIST

52pt

Thin

HIGH MOUNTAIN PASS

58pt

Thin

ARRIÈRE DU PELOTON

58pt

Thin

WHITE KNUCKLED

70pt

Thin

QUICK-RELEASE

82pt

Thin

HYPERGLIDE

100pt

Thin

CANTILEVER

104pt

“JUST KEEP ON ROLLING, BABY!”
NEVER STOP EXPLORING
GRAB LIFE BY THE BARS
FREEWHEEL DESCENT
HILLTOP HARDTAIL
ZURÜCK IM SATTEL
SPOKE TOO SOON
SCENIC ROUTE
DOMESTIQUE

Light

38pt

Light

52pt

Light

54pt

Light

60pt

Light

66pt

Light

68pt

Light

74pt

Light

82pt

Light

100pt

Regular

BIBS, BRUISES & BREAKAWAY BANTER

33pt

Regular

KISSING THE COLD HARD BITUMEN

37pt

Regular

SIGNALLED FROM THE FRONT

46pt

Regular

DEVIL TAKE THE HINDMOST

47pt

Regular

CABEZA DE CARRERA

61pt

Regular

OUT OF THE SADDLE

64pt

Regular

SNAPDRAGON

90pt

Regular


UTHÅLLIGHET

94pt

Regular

REPÊCHAGE

110pt

CANNONDALE SUPERSIX EVO £13,600
TOUR DE FRANCE FAVOURITE
TIGHT GRIP ON THE DROPS
VO2 MAX {WORKOUT!}
PINARELLO BOLIDE HR
CANYON ENDURACE
SUPERBAGNÈRES
GRAND DÉPART
SINGLE  SPEED

34pt

44pt

48pt

54pt

56pt

63pt

76pt

80pt

84pt

SPIN DOCTORS CYCLING CLUB

BICYCLETES GARÇONNET

GROßGLOCKNER 3:45

430KM RANDONNÉE

RAPHA AFICIONADO

PEDDLING WISDOM

REIÐHJÓLABÚÐ

SUMMIT FINISH

SLIPSTREAM

42pt

48pt

56pt

62pt

64pt

66pt

82pt

84pt

104pt

THE 'STICKY BOTTLE' ADVANTAGE
SPECTACULAR RUTKOWSKI
HYDRAULIC DISC BRAKES
LANDSVÄGSCYKLING
RED BULL RAMPAGE
PISTA DE ALPIARÇA
48 SWITCHBACKS
CLIPLESS PEDALS
DOSSARD Nº45

36pt

46pt

49pt

60pt

62pt

64pt

70pt

76pt

84pt

“WELCOME TO THE GRUPPETTO...MATE!”
VINGEGAARD VERSUS POGAČAR
DUPLEXED WEIGHTS
ŠRUBOKREŤ PŁASKI
ULTRA ENDURANCE
FAIRE L'ÉLASTIQUE
CLIMB 250M ➔
VELODROME
SPROCKET

ExtraBold

31pt

ExtraBold

41pt

ExtraBold

63pt

ExtraBold

65pt

ExtraBold

65pt

ExtraBold

76pt

ExtraBold

85pt

ExtraBold

105pt

ExtraBold

123pt

HUEZ, FRANCE | 13.8 KM

3

ALPE D'HUEZ

QUEBEC, CANADA | 5,300 KM

4

LA ROUTE VERTE

THE DOLOMITES | 51.5KM

2

SELLARONDA

HOHE TAUERN, ÖSTERREICH | 34.2 KM

5

GROßGLOCKNER

NORTHERN FRANCE | 256 KM

6

PARIS-ROUBAIX

VALLE DEI MOCHÈNI

GRAUBÜNDEN, SWITZERLAND | 250 KM

7

SWISS EPIC

KAYSERSBERG, FRANCE | 170 KM

8

ROUTE DES VINS

CAP DE FORMENTOR

BALEARIC ISLAND MALLORCA | 18.3 KM

9

S-WORKS TARMAC SL8

AERODYNAMICS, STIFFNESS AND PERFORMANCE

CANYON ENDURANCE 7

RELAXED GEOMETRY AND PRECISE HANDLING

BMC'S SPEEDMACHINE

THE GREATEST FOR PEAK RACE PERFORMANCE

SPECIALIZED ROUBAIX

FASTER AND SMOOTHER THAN ANY ROAD BIKE

CERVÉLO CALEDONIA-5

DELIVERS PERFORMANCE, COMFORT, AND SPEED

PINARELLO BOLIDE F TT

THE UNPARALLELED WINNER OF TRACK PURSUITS

CANNONDALE SUPERSIX

LIGHT OR FAST? YOU NO LONGER NEED TO CHOOSE

48pt

23pt

48pt

23pt

48pt

23pt

48pt

23pt

48pt

23pt

48pt

23pt

48pt

23pt

Thin RENÉ BITTINGER 76pt

Light FRANÇOIS MAHÉ 76pt

Regular ROBERT CAZALA 76pt

Medium RENÉ LE GREVÈS 76pt

Semibold LOUIS BERGAUD 76pt

Bold JACQUES VIVIER 76pt

ExtraBold ROGER LÉVÊQUE 76pt

Evening Standard | 20 April 2024

**NEARLY 1,000 'LYCRA LOU'
CYCLISTS FINED IN CITY OF LONDON
POLICE CRACKDOWN**

PEZ Cycling News | January 6, 2025

**PELTON PARTY ANIMALS THE
'BAD BOYS' OF THE BUNCH**

Velo Outside Online | April 2, 2025

**THE TOUR DE FRANCE IS GOING
OVER THE TOP WITH SO MANY
FOREIGN 'GRAND DÉPARTS'**

Rouler Magazine | Issue No. unknown

**A TALE OF 2 RIVALS: IS POGAČAR
NOW TOUR DE FRANCE FAVOURITE
AFTER WEEK 1 DUELS?**

BiCycling.com | May 10, 2007

**FROOME'S INFAMOUS AERO-TUCK
ISN'T AS AERO AS YOU'D THINK**

BAROUDEUR
THE BREAKAWAY SPECIALIST

GRIMPEUR
CLIMBING TO THE HIGHEST POINTS

GO RIDERS
EXTRA POWER & STAMINA WHEN NEEDED

PUNCHEUR
SPECIALIST IN ROLLING TERRAIN

CHRONOMAN
HIGH SPEEDS FOR LONG PERIODS OF TIME

SPRINTER
ACCELERATES QUICKLY TO HIGH SPEEDS

DOMESTIQUE
KEEPING THEIR LEADER AT THE FRONT

ROULEUR
LONG SOLO EFFORTS & TIME TRIALS


STAGE 20
132.8KM

 SATURDAY, JULY 20, 2024
 NICE > COL DE LA COUILLOLE

RIDER	TEAM	UCI	PNT	TIME	TIME LAG
POGAČAR TADEJ	UAE TEAM EMIRATES	210	100	4:04:22	+0:00
VINGEGAARD JONAS	TEAM VISMA LEASE A BIKE	150	70	0:07	+5:14
CARAPAZ RICHARD	EF EDUCATION - EASYPOST	110	50	0:23	+41:00
EVENEPOEL REMCO	SOUDAL QUICK-STEP	90	40	0:53	+8:04
MAS ENRIC	MOVISTAR TEAM	70	32	1:07	+1:06:49
ALMEIDA JOÃO	UAE TEAM EMIRATES	55	26	1:28	+16:45
JORGENSEN MATTEO	TEAM VISMA LEASE A BIKE	45	22	1:33	+24:26
LANDA MIKEL	SOUDAL QUICK-STEP	40	18	1:41	+17:25
YATES ADAM	UAE TEAM EMIRATES	35	14	1:43	+21:11
BARDET ROMAIN	TEAM DSM-FIRMENICH POSTNL	30	10	1:52	+1:59:28
JOHANNESSEN TOBIAS HALLAND	UNO-X MOBILITY	25	8	2:43	+2:14:48
GEE DEREK	ISRAEL - PREMIER TECH	15	4	2:48	+24:50
CICCONE GIULIO	LIDL - TREK	10	2	2:52	+25:48
BUITRAGO SANTIAGO	BAHRAIN - VICTORIOUS	5	1	3:04	+26:10
RODRÍGUEZ CARLOS	INEOS GRENADIERS			3:26	+21:12
DE PLUS LAURENS	INEOS GRENADIERS			3:45	+42:07
KELDERMAN WILCO	TEAM VISMA LEASE A BIKE			3:53	+1:16:22
ARMIRAIL BRUNO	DECATHLON AG2R LA MONDIALE TEAM			5:24	+2:11:39
GENIETS KEVIN	GROUPAMA - FDJ			5:28	+3:37:14
POELS WOUT	BAHRAIN - VICTORIOUS			6:25	+2:47:37
FUGLSANG JAKOB	ISRAEL - PREMIER TECH			6:25	+2:27:44
HINDLEY JAI	RED BULL - BORA - HANSGROHE			6:46	+52:14
YATES SIMON	TEAM JAYCO ALULA			„	+35:54
CRAS STEFF	TOTALENERGIES			6:48	+44:20
MEINTJES LOUIS	INTERMARCHÉ - WANTY			„	+1:06:24
GALL FELIX	DECATHLON AG2R LA MONDIALE TEAM			7:11	+38:41
CASTROVIEJO JONATHAN	INEOS GRENADIERS			8:25	+3:28:24
SIVAKOV PAVEL	UAE TEAM EMIRATES			8:36	+2:07:27
SOLER MARC	UAE TEAM EMIRATES			„	+2:46:01
ROMO JAVIER	MOVISTAR TEAM			„	+1:35:32
MADOUAS VALENTIN	GROUPAMA - FDJ			8:54	+1:46:59
MARTIN GUILLAUME	COFIDIS			„	+39:30
JEGAT JORDAN	TOTALENERGIES			„	+1:57:55
STUYVEN JASPER	LIDL - TREK			10:18	+3:43:04
BURGAUDEAU MATHIEU	TOTALENERGIES			10:39	+3:43:42

SLAMMED ACCENTS

SS01

AERO ACCENTS

SS02

Thin

RODRÍGUEZ

RODRÍGUEZ

44pt

Light

GÉMINIANI

GÉMINIANI

46pt

Light

LAZARIDÈS

LAZARIDÈS

48pt

Regular

POGAČAR

POGAČAR

53pt

Medium

SALUMÄE

SALUMÄE

55pt

Semibold

KÜBLER

KÜBLER

64pt

SemiBold

ŽILIŪTĒ

ŽILIŪTĒ

68pt

Bold

ROGLIČ

ROGLIČ

68pt

Bold

BÜCHLI

BÜCHLI

70pt

ExtraBold

BAUGÉ

BAUGÉ

76pt

IN A TRADITIONAL-GEOMETRY DIAMOND FRAME, THE TOP TUBE IS HORIZONTAL (PARALLEL TO GROUND). IN A COMPACT-GEOMETRY FRAME, THE TOP TUBE IS NORMALLY SLOPED DOWNWARD TOWARD THE SEAT TUBE FOR ADDITIONAL STANDOVER CLEARANCE. IN A MOUNTAIN BIKE FRAME, THE TOP TUBE IS ALMOST ALWAYS SLOPED DOWNWARD TOWARD THE SEAT TUBE. RADICALLY

Thin
16/19pt

THE FIRST VELODROMES WERE CONSTRUCTED DURING THE LATE 1870S, THE OLDEST OF WHICH IS THE TON PARK VELODROME, BRIGHTON, UNITED KINGDOM, BUILT IN 1877 BY THE BRITISH ARMY. SOME WERE PURPOSE-BUILT JUST FOR CYCLING, AND OTHERS WERE BUILT AS PART OF FACILITIES FOR OTHER SPORTS; MANY WERE BUILT AROUND ATHLETICS TRACKS OR OTHER GROUNDS AND ANY BARRIERS

Light
16/19pt

PELOTONS ARE TYPICALLY OBSERVED DURING BICYCLE RACES IN WHICH DRAFTING IS PERMITTED. ALTHOUGH PELOTONS ALSO FORM FROM CYCLIST COMMUTER TRAFFIC. PELOTONS TRAVEL AS A COHESIVE UNIT IN WHICH EACH RIDER MAKES POSITIONAL ADJUSTMENTS IN RESPONSE TO THE MOVEMENTS OF ADJACENT RIDERS AND THOSE AHEAD. RIDERS AT THE FRONT ARE FULLY EXPOSED TO

Regular
16/19pt

UNDERSTANDING THE MOTION OF AIR AROUND AN OBJECT (OFTEN CALLED A FLOW FIELD) ENTAILS THE CALCULATION OF FORCES AND MOMENTS ACTING ON THE OBJECT. IN MANY AERODYNAMIC PROBLEMS, THE FORCES OF INTEREST ARE THE FUNDAMENTAL FORCES OF FLIGHT: LIFT, DRAG AND WEIGHT. OF THESE, LIFT AND DRAG ARE AERODYNAMIC FORCES, I.E. FORCES DUE TO AIR

Medium
16/19pt

THE TERM MADISON RACING DERIVES ESSENTIALLY FROM A SEQUENCE OF LOCAL NEW YORK CITY NAMES HONORING PRESIDENT JAMES MADISON. A LODGE HAD BEEN BUILT AT WHAT WAS THEN A PROMINENT AND NORTHERNMOST WAYPOINT INTO AND OUT OF NEW YORK CITY. IN HONOR OF THE RECENTLY DECEASED PRESIDENT, THE COTTAGE WAS NAMED MADISON COTTAGE. AFTER THE

SemiBold
16/19pt

IN ROAD BICYCLE RACING, THE MAIN (LARGEST) GROUP OF TIGHTLY PACKED CYCLISTS IN A RACE IS CALLED A PELOTON WHERE CYCLISTS RIDE IN A LONG FORMATION WITH EACH (BUT NOT THE LEADER) DRAFTING BEHIND THE OTHERS BEFORE THEM. WHEN CYCLISTS RIDE FAST THEY FORM A LINE. EACH CYCLIST, EXCEPT THE FIRST, IS DRAFTING BEHIND ANOTHER ONE. IN ORDER TO RIDE

Bold
16/19pt

THE FIRST TOUR DE FRANCE WAS STAGED IN 1903. THE PLAN WAS A FIVE-STAGE RACE FROM PARIS TO 5 JULY, STARTING IN PARIS AND STOPPING IN LYON, MARSEILLE, BORDEAUX, AND NANTES BEFORE RETURNING TO PARIS. TOULOUSE WAS ADDED LATER TO BREAK THE LONG HAUL ACROSS SOUTHERN FRANCE FROM THE MEDITERRANEAN TO THE ATLANTIC. STAGES WOULD GO THROUGH THE NORTHERN

ExtraBold
16/19pt

English

Regular & Bold, 28/32pt Aero accents [ss02] enabled

THE SUCCESS OF THE RACES IN THE **PARC DE SAINT-CLOUD** INSPIRED THE COMPAGNIE PARISIENNE AND THE MAGAZINE LE VÉLOCIPÈDE ILLUSTRÉ TO RUN A RACE FROM THE ARC DE TRIOMPHE IN PARIS TO THE CATHEDRAL IN ROUEN ON **7 NOVEMBER 1869**.

Regular & Bold 15/18pt

IN MORE ORGANIZED RACES, A SAG WAGON ("SUPPORT AND GEAR") OR BROOM WAGON FOLLOWS THE RACE TO PICK UP STRAGGLERS. IN PROFESSIONAL STAGE RACING RIDERS WHO ARE NOT IN A POSITION TO WIN THE RACE OR ASSIST A TEAMMATE, WILL USUALLY ATTEMPT TO RIDE TO THE FINISH WITHIN A SPECIFIED PERCENTAGE OF THE WINNER'S FINISHING TIME,

TO BE PERMITTED TO START THE NEXT DAY'S STAGE. **OFTEN, RIDERS IN THIS SITUATION BAND TOGETHER TO MINIMIZE THE EFFORT REQUIRED TO FINISH WITHIN THE TIME LIMIT;** THIS GROUP OF RIDERS IS KNOWN AS THE GRUPPETTO OR AUTOBUS. IN ONE-DAY RACING, PROFESSIONALS WHO NO LONGER HAVE ANY CHANCE TO AFFECT THE RACE OUTCOME WILL ROUTINELY

Deutsch (German)

Regular & Bold, 28/32pt Aero accents [ss02] and Alternate dieresis [ss07] enabled

DIE STRECKENLÄNGEN VON EINTAGESRENNEN KÖNNEN STARK VARIIEREN, BETRAGEN MIT WENIGEN AUSNAHMEN NICHT MEHR ALS 250 KILOMETER. **DIE ÄLTESTEN UND BERÜHMTESTEN EINTAGESRENNEN WERDEN ALS KLASSIKER BEZEICHNET.**

Regular & Bold 15/18pt

ALS KLASSIKERJÄGER WERDEN FAHRER BEZEICHNET, DIE SICH AUF DEN GEWINN VON KLASSIKERN WIE DEN „**MONUMENTEN DES RADSPORTS**“ (MAILAND–SANREMO, FLANDERN–RUNDFAHRT, PARIS–ROUBAIX, LÜTTICH–BASTOGNE–LÜTTICH, LOMBARDEI–RUNDFAHRT) SPEZIALISIERT HABEN. BEI DIESEN EINTAGESRENNEN STARTEN SIE IN DER REGEL ALS MANN-

SCHAFTSKAPITÄN UND WERDEN VON DEN HELFERN IHRER MANNSCHAFT UNTERSTÜTZT, **WÄHREND SIE IHRE MANNSCHAFT BEI ETAPPENRENNEN TEILWEISE SELBST ALS HELFER UNTERSTÜTZEN MÜSSEN.** UM EIN EINTAGESRENNEN ZU GEWINNEN, MUSS MAN SOWOHL EIN GUTER AUSREIßER ALS AUCH EIN GUTER SPRINTER SEIN, DA SICH IN DER REGEL ZUNÄCHST

Dansk (Danish)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

I 1989 INDHENTEDE **GREG LEMOND DE 50 SEKUNDER**, HAN SKULLE BRUGE TIL AT VINDE TOUREN OVER **LAURENT FIGNON**, VED AT BRUGE ET HELT NYT STYR UNDER ENKELTSTARTEN. SÅ VIDT VIDES BLEV HAN INSPIRERET AF TRIATLONSPORTEN.

Regular & Bold 15/18pt

UDVIKLINGEN TOG FOR ALVOR FART I 1984, DA USA'S BANELANDSHOLD STILLEDE OP PÅ CYKLER OG HJUL, DER SLET IKKE LIGNEDE NOGET, MAN HAVDE SET FØR.

DE BLEV KALDT 'FUNNY BIKES', OG KØRTE PÅ HJUL MED KUN TRE BREDE EGER. DREVET FREM AF TRIATLONSPORTEN, HVOR REGLERNE IKKE ER SÅ STRIKSE, BLEV HJUL TIL MEGET ANDET OG MERE END BLOT EN

FÆLG OG EN MASSE EGER. MED KULFIBER TIL RÅDIGHED VAR DET KUN FANTASIEN OG UCI'S REGLEMENT DER SATTE GRÆNSER FOR VINDTUNNEL-FORSØGENE. BO HAMBURGER: **"HJULENE ER DET VIGTIGSTE STED, MAN KAN SPARE PÅ VÆGTEN. ISÆR I BJERGENE, MEN OGSÅ PÅ FLADERE ETAPER, HVOR DE TAGER MEGET VIND. MED HØJPROFILHJUL KAN RYTTERNE I DAG**

Español (Spanish)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

EL **TOUR DE FRANCIA**, EL GIRO DE ITALIA Y LA **VUELTA A ESPAÑA** SON LAS MÁS IMPORTANTES, CON UNA DURACIÓN DE TRES SEMANAS. SE LAS CONOCE TAMBIÉN COMO **GRANDES VUELTAS**.

Regular & Bold 15/18pt

POR DETRÁS DE ESTAS GRANDES VUELTAS LAS CARRERAS MÁS IMPORTANTES POR ETAPAS SON ESTAS QUE TIENEN UNA DURACIÓN ENTRE 6 Y 8 DÍAS DE COMPETICIÓN: **PARÍS-NIZA, TIRRENO-ADRIÁTICO Y VOLTA A CATALUNYA (EN MARZO); VUELTA AL PAÍS VASCO (EN ABRIL); TOUR DE ROMANDÍA (EN ABRIL-MAYO); Y CRITÉRIUM DEL DAUPHINÉ Y VUELTA A SUIZA (EN JUNIO)**. ESTAS SIETE GRANDES CARRERAS DE UNA SEMANA TIENEN UNA ANTIGÜEDAD DE MÁS DE 50

AÑOS, ALGUNAS RONDANDO LOS 100. SIN EMBARGO, NO HAN TENIDO UNA PUNTUACIÓN DIFERENCIADA RESPECTO AL RESTO DE PRUEBAS DE UNA SEMANA DE MÁXIMA CATEGORÍA UAE TOUR, **TOUR DE POLONIA, TOUR DE BENELUX, TOUR DOWN UNDER Y TOUR DE GUANGXI**, E INCLUSO A VECES ALGUNAS DE ELLAS HAN TENIDO UNA PUNTUACIÓN MENOR. DE ESTA FORMA SU PRESTIGIO ES MÁS HISTÓRICO QUE POR SU CATALOGACIÓN REAL.

Polski (Polish)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

NAJBARDZIEJ TRADYCYJNYM RODZAJEM ZAWODÓW SĄ WYŚCIGI WIELOETAPOWE, W KTÓRYCH POKONUJE SIĘ ZWYKLE OD **3 DO PONAD 20 ETAPÓW** (JEDNODNIOWYCH TRAS) O DŁUGOŚCI OD **80 DO (MAKSYMALNIE) 270 KM**.

Regular & Bold 15/18pt

CZEŚĆ ETAPÓW W WIELKICH WYŚCIGACH (ZWYKLE 2 LUB 3) JEST JEDNAK POKONYWANA ZE STARTU DZIELONEGO (**KOLARZE WYRUSZAJĄ NA TRASĘ JEDEN PO DRUGIM W 2-3 MINUTOWYCH ODSTĘPACH**), W KTÓRYM O WYGRANEJ DECYDUJE INDYWIDUALNY CZAS PRZEJAZDU, A NIE KOLEJNOŚĆ DOJEŻDŻANIA DO METY. KOLARZE JADĄCY W TAKICH ZAWODACH TWORZĄ ZESPOŁY, W RAMACH KTÓRYCH ZAWODNICZY WSPIERAJĄ SIĘ NAWZAJEM I STARAJĄ SIĘ

WYPRACOWAĆ JAK NAJLEPSZĄ POZYCJĘ W PELETONIE SVOJEMU LIDEROWI LUB NA OSTATNICH KM PRZED METĄ ETAPU FORMUJĄ **WŁASNY MINIPELETON (TZW. „POCIĄG”)**, **DOPOMAGAJĄC LIDEROWI LUB NAJLEPSZEMU W SWYM GRONIE SPINTEROWI W SKUTECZNEJ WALCE O ZWYCIĘSTWO ETAPOWE**. KONIECZNOŚĆ JAZDY W PELETONIE WYNIKA Z FAKTU, ŻE NA SZOSIE WIĘKSZOŚĆ WYSIŁKU ZAWODNIKA IDZIE NA POKONYWANIE OPORÓW POWIETRZA, A

Français (French)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

AU COURS DES JEUX OLYMPIQUES DE 1896, LES PREMIERS DE L'ÈRE MODERNE **LÉON FLAMENG** REMPORTE L'ÉPREUVE DES **100 KM SUR ROUTE**. LA MÊME ANNÉE L'ÉQUIPE DE CYCLISME **EXCELSIOR CYCLES PAYAN EST FONDÉE À MARSEILLE**.

Regular & Bold 15/18pt

LA FORME DU **CADRE DU VÉLO** DONNE LA POSITION DU COUREUR SUR SON VÉLO. SA FORME EST AUSSI RÉGLEMENTÉE PAR L'UCI. LA PARTIE ARRIÈRE DU CADRE EST COMPOSÉE DE DEUX TRIANGLES PERMETTANT DE TENIR L'AXE DE LA ROUE ARRIÈRE, CES TRIANGLES SONT APPELÉS DES HAUBANS. LE LONG TUBE MONTANT DU PÉDALIER VERS LA SELLE EST

APPELÉ **TUBE VERTICAL**, C'EST DANS CE TUBE QUE VIENT SE FIXER LE TUBE SOUTENANT LA SELLE, LA TIGE DE SELLE. **UN TUBE DIAGONAL ET UN TUBE HORIZONTAL REJOignent LE TUBE DE DIRECTION À L'AVANT DU VÉLO**. CE TUBE DE DIRECTION, RELATIVEMENT PETIT PAR RAPPORT AUX AUTRES, SOUTIENT LA FOURCHE ET LES ROULEMENTS NÉCESSAIRES POUR

Português (Portugues)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

OS PRIMEIROS REGISTROS DE CORRIDAS DE CICLISMO DE ESTRADA DATAM DO SÉCULO XIX, MAIS ESPECIFICAMENTE EM **31 DE MAIO DE 1868**, TENDO A PROVA ACONTECIDO NO **PARC DE SAINT-CLOUD, EM PARIS**.

Regular & Bold 15/18pt

ANTES E DURANTE A CORRIDA, OS CICLISTAS DE CADA EQUIPE DECIDEM ENTRE SI QUAL DELES TEM A MELHOR CHANCE DE VITÓRIA. **ENTRE OS FATORES QUE INFLUEM NESTA ESCOLHA ESTÃO O RELEVO, TRAÇADO, CARACTERÍSTICAS DA PROVA, POSSIBILIDADE DE CHEGADA EM SPRINT, ENTRE OUTROS**. O RESTANTE DA EQUIPE SE DEDICARÁ A AJUDAR O LÍDER ESCOLHIDO PROTEGENDO-O DO VENTO OU SE RECUSANDO A PERSEGUIR O PELOTOÃO NO CASO DE

ELE ESCAPAR, POR EXEMPLO, SEMPRE RESPEITANDO A ESTRATÉGIA QUE FOI ESCOLHIDA. **EM CORRIDAS PROFISSIONAIS, EXISTE A FIGURA DO DIRETOR DA EQUIPE QUE ACOMPANHA A COMPETIÇÃO EM UM CARRO PRÓPRIO DA EQUIPE E TEM A FUNÇÃO DE ESTRATEGISTA**. NESTES CASOS, A COORDENAÇÃO DA EQUIPE ACONTECE ATRAVÉS DE RÁDIO ENTRE OS CICLISTAS E O DIRETOR, QUE TAMBÉM MONITORA A SITUAÇÃO, SUGERINDO ALTERAÇÕES NA ESTRATÉGIA

Čeština (Czech)

Regular & Bold, 28/32pt Thin flat accents [ss03] enabled

ZÁVODY SE JEZDÍ JAK NA PROFESIONÁLNÍ, TAK AMATÉRSKÉ ÚROVNI (**SDRUŽENÍ AMATÉRSKÝCH CYKLISTŮ ČESKÉ REPUB-LIKY**), NEBO JE CYKLISTIKA VYUŽÍVÁNA JAKO DOPLŇKOVÝ.

Regular & Bold 15/18pt

SILNIČNÍ CYKLISTIKA JE INDIVIDUÁLNÍ SPORT A JEDNO Z ODVĚTVÍ CYKLISTIKY. PROVOZUJE SE NA SILNICI, ZA POUŽITÍ SILNIČNÍHO KOLA. JAKO U OSTATNÍCH DRUHŮ CYKLISTIKY SE CYKLISTA SNAŽÍ PROJET URČENOU TRÁŤ V NEJLEPŠÍM ČASE ČI NEJRYCHLEJI ZE ZÁVODNÍHO POLE. **ZÁVODY SE JEZDÍ JAK NA PROFESIONÁLNÍ, TAK AMATÉRSKÉ ÚROVNI (SDRUŽENÍ AMATÉRSKÝCH CYKLISTŮ ČESKÉ REPUBLIKY),**

NEBO JE CYKLISTIKA VYUŽÍVÁNA JAKO DOPLŇKOVÝ SPORT (NAPŘ. U HOKEJISTŮ APOD.). PROFESIONÁLNÍ SILNIČNÍ CYKLISTIKA JE ŘÍZENA UCI (UNION CYCLISTE INTERNATIONALE). KATEGORIE PROFESIONÁLNÍ SILNIČNÍ CYKLISTIKY JSOU WORLD TOUR A CONTINENTAL TOUR. UCI WORLD TOUR JE SERIÁL ZÁVODŮ URČENÝ PŘEDEVŠÍM PRO TÝMY Z NEJVYŠŠÍ KATEGORIE UCI WORLD TOUR. TÝMY TÉTO KATEGORIE

Nederlands (Dutch)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

DE MEESTE EENDAAGSE WEDSTRIJDEN ZIJN RITTEN IN LIJN. IN MEERDAAGSE WEDSTRIJDEN ZIJN MEESTAL DE MEESTE RITTEN IN LIJN, AANGEVULD MET ENKELE TIJDRIJEN EN EVENTUEEL EEN PLOEGENTIJDRIJ.

Regular & Bold 15/18pt

WEDSTRIJDEN WORDEN ZOWEL IN MEERDAAGSE ALS EENDAAGSE WEDSTRIJDEN VERREDEN. BINNEN DE EENDAAGSE WEDSTRIJDEN ZIJN KLASSIEKERS EN DE WERELDKAMPIOENSCHAPPEN HET BELANGRIJKST. BIJ DE MEERDAAGSE WEDSTRIJDEN ZIJN DE GROTE RONDEN, MET NAME DE RONDE VAN FRANKRIJK, HET BELANGRIJKST. **SINDE 2011 ZIJN DE BELANGRIJKSTE WEDSTRIJDEN SAMENGEVOEGD IN DE UCI WORLD TOUR, EEN COMPETITIE MET DE BELANGRIJKSTE**

EENDAAGSE EN MEERDAAGSE WEDSTRIJDEN. OVERIGE WEDSTRIJDEN ZITTEN IN DE CONTINENTALE CIRCUITS. DE MEESTE EENDAAGSE WEDSTRIJDEN ZIJN RITTEN IN LIJN. **IN MEERDAAGSE WEDSTRIJDEN ZIJN MEESTAL DE MEESTE RITTEN IN LIJN, AANGEVULD MET ENKELE TIJDRIJEN EN EVENTUEEL EEN PLOEGENTIJDRIJ.** IN MEERDAAGSE WEDSTRIJDEN WORDEN DE TIJDEN VAN ALLE ETAPPES OPGETELD, OM ZO HET EINDKLASSEMENT TE KRIJGEN. DE BELANGRIJKSTE

Svenska (Swedish)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

KLÄTTRARE (ÄVEN BERGSKLÄTTRARE, SKÄMTSAMT 'BERGSGET'), ÄR EN TILL VIKTEN SETT LÄTT LANDSVÄGSCYKLIST SOM BESITTER EN GOD HFÖRMÅGA ATT TA SIG UPPFÖR BRANTA BACKAR I TILL EXEMPEL BERGSETAPPER I ALPERNA.

Regular & Bold 15/18pt

EN SPINTER ÄR EN TYP AV CYKLIST SOM KAN AVGÖRA ETT LOPP (ELLER EN ENSKILD ETAPP I EN ETT LOPP) EXPLOSIONSARTAT GENOM ATT SNABBT SPURTA UPP TILL EN HÖG HASTIGHET, OFTA MED HJÄLP AV KÖLVATTNET FRÅN EN ANNAN CYKLIST ELLER EN HEL CYKELKLUNGA, BEROENDE PÅ OMSTÄNDIGHETERNA. **SPINTERS TENDERAR IBLAND ATT VARA GRÖVRE**

BYGGDA ÄN DEN GENOMSNITTLIGE LANDSVÄGSCYKLISTEN. VISSA SPINTERS HAR EN HÖG TOPPFART MEN TAR LÄNGRE TID PÅ SIG ATT UPPNÅ DET, MEDAN ANDRA KAN UPPNÅ KORTA OCH SKARPA ACCELERATIONER. **EXEMPEL PÅ KÄNDA SPINTERS ÄR MARIO CIPOLLINI, MARK CAVENDISH OCH ERIK ZABEL.** EN TEMPOCYKLIST ÄR EN TYP AV LANDSVÄGSCYKLIST

Lietuvių (Lithuanian)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

DVIRAČIŲ PLENTO LENKTYNĖS VYKSTA PLENTAIS,
 TAIP PAT IR MIESTŲ GATVĖMIS, KELIAIS BEI TAKAIS.
 LENKTYNĖS DAROMOS PAVIENIU **STARTU, GRUPINĖS IR**
KOMANDINĖS, VIENADIENĖS IR DAUGIADIENĖS, VIENOS
KRYPTIES SU POSŪKIAIS IR ŽIEDINĖS.

Regular & Bold, 15/18pt

PAVIEONIO STARTO LENKTYNĖS PAČIOS PAPRASČIAUSIOS TECHNIKOS IR TAKTIKOS ATŽVILGIU. JOG GALI BŪTI VIENOS KRYPTIES – IŠ VIENO MIESTO Į KITĄ AR PAN., SU VIENU AR KELIAIS POSŪKIAIS, IR ŽIEDINĖS, KADA LENKTYNIŲ KELIAS SUDARO RATĄ. **LENKTYNIŲ NUOTOLIS BŪNA ĮVAIRUS, PAPERASTAI NE TRUMPESNIS KAIP 10 KM, IR NEILGESNIS KAIP 100 KM,**

VYRAMS IR NE DAUGIAU KAIP 30 KM, MOTERIMS. GRUPINĖS LENKTYNĖS LABIAUSIAI PAPTITUSIOS. JOS REIKALAUJA IŠ DALYVIŲ GERESNIO PASIRUOŠIMO DVIRAČIO VALDYME, TECHNIKOJE IR TAKTIKOJE. VISI DALYVIAI IŠ STARTO PALEIDŽIAMAI KARTU, VAŽIUOJA ARTI VIENAS KITO IR NAUDOJASI UŽUOVĖJA. VIENAM DVIRATININKU I PAVARGUS PIRMYN IŠEINA KITAS, IR

Türkçe (Turkish)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

BIREYSEL BISIKLETÇILER 110 KILOMETRE/SAAT (68 MPH)
 HIZLA VIRAJLI DAĞ YOLLARINDAN INERKEN VE BITİŞ
 ÇIZGISINE KADAR SON SPRINT SIRASINDA SEVIYE HIZLARI
60–80 KM/SA (37–50 MPH)’E ULAŞABİLİR.

Regular & Bold 15/18pt

DAHA ORGANIZE YARIŞLARDA, BİR SAG VAGONU (“DESTEK VE TEÇHIZAT”) VEYA SÜPÜRGE VAGONU, BAŞIBOŞ OLANLARI ALMAK İÇİN YARIŞI TAKIP EDER. PROFESYONEL ETAP YARIŞINDA, ÖZELLİKLE TOUR DE FRANCE’TA, YARIŞI KAZANMA VEYA BİR TAKIM ARKADAŞINA YARDIM ETME KONUMUNDA OLMAYAN BISIKLETÇILER, GENELLİKLE KAZANANIN BITİŞ SÜRESİNİN BELİRLİ BİR YÜZDESİ İÇİNDE, ERTESİ GÜNÜN ETABINA

BAŞLAMASINA İZİN VERİLECEK ŞEKİLDE FINİŞE GİTMEYE ÇALIŞIRLAR. **ÇOĞU ZAMAN, BU DURUMDAKI BISIKLETÇILER ZAMAN SINIRI İÇİNDE BITİRMEK İÇİN GEREKEN ÇABAYI EN AZA İNDİRMEK İÇİN BİR ARAYA GELİRLER; BU GRUP BISIKLETÇILER GRUPPETTO VEYA OTOBUS OLARAK BİLİNİR.** TEK GÜNLÜK YARIŞTA, ARTIK YARIŞIN SONUCUNU ETKİLEME ŞANSI OLMAYAN PROFESYONELLER, YARALANMASALAR VE BITİŞE

Mashallese (Kajin Majel)

Regular & Bold, 28/32pt *Local Marshallese language tag [MAH] is active/supported*

“EMŌJ JENĀJ ITA KE JEMŌKIN
 AÑŌTÑŌT BWE EN OKTAK KOOJ IN AD
 IM JEN BŌK NA I REAAR BWE ĀN EO
 EPĀD IE, AK ĀINWŌT ÑE JEJ KŌNONO
 ÑAN MEJATOTO,” JEMA EUKŌT LŌK.

Regular & Bold, 28/32pt *Dot accent cedilla override [ss18] enabled*

“EMŌJ JENĀJ ITA KE JEMŌKIN
 AÑŌTÑŌT BWE EN OKTAK KOOJ IN AD
 IM JEN BŌK NA I REAAR BWE ĀN EO
 EPĀD IE, AK ĀINWŌT ÑE JEJ KŌNONO
 ÑAN MEJATOTO,” JEMA EUKŌT LŌK.

Regular & Bold, 28/32pt *Disconnected cedilla override [ss19] enabled*

“EMŌJ JENĀJ ITA KE JEMŌKIN
 AÑŌTÑŌT BWE EN OKTAK KOOJ IN AD
 IM JEN BŌK NA I REAAR BWE ĀN EO
 EPĀD IE, AK ĀINWŌT ÑE JEJ KŌNONO
 ÑAN MEJATOTO,” JEMA EUKŌT LŌK.

Text processing applications which support the Mashallese language tag [MAH] will display the connected cedilla on L and O, and stemless cedilla on M and N for a cleaner visual appearance. If the [MAH] language tag isn't supported, enabling [ss20] will force these glyphs to display.

Default [locl MAH]	L M N O
Default (slammed) [locl MAH] + [ss01]	L M N O
Default accents (aero) [locl MAH] + [ss02]	L M N O

Marshallese texts often display the L, M, N and O, with a dot below because these characters are encoded. If text software supports the [MAH] language tag and you prefer the dot accent, enabling [ss18] will force the dot below for the letters below.

Dot accents [ss18]	L M N O
Dot accents (Slammed) [ss18] + [ss01]	L M N O
Dot accents (Aero) [ss18] + [ss02]	L M N O

Enabling [ss19] will switch all cedillas to their stemless/detached forms, as shown below.

Stemless cedilla [ss19]	L M N O
Stemless cedilla (Slammed) [ss19] + [ss01]	L M N O
Stemless cedilla (Aero) [ss19] + [ss02]	L M N O

Velocity contains multiple glyph variants to support the Mashallese language. Many online Marshallese texts use the dot below on L, M, N, and O because these glyphs are encoded. Velocity includes local cedilla variants that enable automatically when text input applications (InDesign, Word) begin supporting the locl [MAH] language tag.

All Marshallese local characters are supported in the Aero and Crashing accents stylistic sets, which are activated by enabling the desired Marshallese stylistic set and additionally the Slammed [ss01] or Aero accents [ss02] stylistic set.

Tiếng Việt (Vietnamese)

Regular & Bold, 28/32pt Aero accents [ss02] enabled

TỪ “XE ĐẠP” LẦN ĐẦU XUẤT HIỆN TRONG VĂN BẢN TIẾNG ANH VÀO NĂM 1868, ĐƯỢC SỬ DỤNG TRONG BÁO THE DAILY NEWS ĐỂ MIÊU TẢ “BYSICLES VÀ TRYSICLES” TRÊN “CHAMPS ELYSÉES VÀ BOIS DE BOULOGNE”.

Regular & Bold 15/18pt

SÁNG KIẾN LẮP THÊM BÀN ĐẠP CHO BÁNH TRƯỚC ĐƯỢC CHO LÀ THUỘC VỀ HAI ANH EM ERNEST MICHAUX VÀ PIERRE MICHAUX, THỢ ĐÓNG XE Ở PARIS. VÀO NĂM 1865, KHI PHẢI SỬA CHỮA MỘT CÁI DRAISIENNE, HỌ ĐÃ LẮP CHO NÓ MỘT CHỖ ĐỂ CHÂN, MÔ PHỎNG TAY QUAY TRONG MÁY QUAY TAY CỦA HỌ. TUY NHIÊN, TRƯỚC ĐÓ, VÀO NĂM 1849, CÓ THỂ MỘT

THỢ CƠ KHÍ ĐỨC LÀ HEINRICH FISCHER ĐÃ SÁNG CHẾ RA PÊ ĐAN TRƯỚC HAI ANH EM MICHAUX. PÊ ĐAN Ở BÁNH TRƯỚC KHIẾN CHO BÁNH TRƯỚC CÓ KÍCH THƯỚC LỚN (LỚN HƠN BÁNH SAU) ĐỂ TĂNG QUÃNG ĐƯỜNG ĐI TRONG MỖI VÒNG ĐẠP. CẢI TIẾN NÀY ĐÃ MANG LẠI TÊN GỌI MỚI CHO THIẾT BỊ, BICYCLE (XE ĐẠP). MỘT SỐ PHÁT MINH SAU NÀY ĐÃ SỬ DỤNG

5km 15km

VELOCITY FEATURES DUPLEXED WEIGHTS, SO TAKE THINGS LIGHTLY, OR SWITCH IT UP AND BE BOLD: DEVOUR TIGHT CORNERS, PUSH ON THE STRAIGHTS, JUMP OUT OF THE SADDLE AND PUNCH THROUGH THE PACK. SWITCH STYLES QUICKLY WHILE MAINTAINING A BREAK-NECK PACE.

8km

5km 15km

VELOCITY FEATURES DUPLEXED WEIGHTS, SO TAKE THINGS LIGHTLY, OR SWITCH IT UP AND BE BOLD: DEVOUR TIGHT CORNERS, PUSH ON THE STRAIGHTS, JUMP OUT OF THE SADDLE AND PUNCH THROUGH THE PACK. SWITCH STYLES QUICKLY WHILE MAINTAINING A BREAK-NECK PACE.

8km

Velocity's weights are uni-width, with each character maintaining identical horizontal spacing. This allows you to switch weights on-the-fly without needing to reformat text due to nasty reflow.

OPENTYPE FEATURES

Always enabled

The following OpenType features are included, with the [locl] feaures active by default.

	 OFF	 ON
Dutch localised forms [locl]	VRIJDAG BÍJNA	VRIJDAG BÍJNA
Romanian/Moldavian local forms [locl]	DRĂGUȚA LEȘINURI	DRĂGUȚA LEȘINURI
Marshallese localised forms [locl]	MŌNĀ ABONȚOUN ABOȚ	MŌNĀ ABONȚOUN ABOȚ
Catalan localised forms [locl]	EXCEL·LESQUI RECOL·LECTA	EXCEL·LESQUI RECOL·LECTA
Proportional lining figures (default)	\$2.60 ¥3,950 €700	-
Arbitrary fractions	12 1/2 KMS ON A 1/4" TUBE	12 ½ KMS ON A ¼" TUBE
Circled white figures	①②③④⑤⑥⑦⑧⑨⑩	-
Circled black figures	①②③④⑤⑥⑦⑧⑨⑩	-
Manicules and dingbats	☞ ☜ ☝	-

User enabled

The following OpenType features are activated/deactivated by the end-user.

	 OFF	 ON
Slammed accents [ss01]	MAŁŻEŃSTWA DĚLNÍKŮM	MAŁŻEŃSTWA DĚLNÍKŮM
Aero accents [ss02]	ĐIÊP KIẾU SLUŽBÁM	ĐIÊP KIẾU SLUŽBÁM
Thin punctuation [ss03]	“...i¿RAPIDO!?” {(WHEEZES*)}	“...i¿RAPIDO!?” {(WHEEZES*)}
Thin barred currency [ss04]	\$£€¢P฿₪P¢đ	\$£€¢P฿₪P¢đ
Thin barred fractions [ss04]	$\frac{1}{2}$ $\frac{1}{4}$ $\frac{3}{8}$ $\frac{1}{8}$ $\frac{3}{8}$ $\frac{5}{8}$ $\frac{7}{8}$	$\frac{1}{2}$ $\frac{1}{4}$ $\frac{3}{8}$ $\frac{1}{8}$ $\frac{3}{8}$ $\frac{5}{8}$ $\frac{7}{8}$

OPENTYPE FEATURES CONTINUED

	 OFF	 ON
Thin circled white figures [ss04]	①②③④⑤⑥⑦⑧⑨	①②③④⑤⑥⑦⑧⑨
Alt. descending Q [ss05]	JACQUES ANQUETIL	JACQUES ANQUETIL
Alt. cropped bar Đ & Ł [ss06]	REGLUGERĐ & POPEŁNIŁ	REGLUGERĐ & POPEŁNIŁ
Alt. barred Ż [ss07]	POTĘŻNY & POWAŻNY	POTĘŻNY & POWAŻNY
Alt. tucked diacreses Ä Ö Ü [ss08]	ELÖL QUALITÄT TÜRELEM	ELÖL QUALITÄT TÜRELEM
Alt. Slammed tucked diacreses Ä Ö Ü [ss01] + [ss08]	ELÖL QUALITÄT TÜRELEM	ELÖL QUALITÄT TÜRELEM
Alt. Aero tucked diacreses Ä Ö Ü [ss02] + [ss08]	ELÖL QUALITÄT TÜRELEM	ELÖL QUALITÄT TÜRELEM
Alt. Vietnamese lowered horns [ss09] <i>Slammed and Aero versions also available by enabling [ss01] or [ss02] respectively.</i>	BÌNH TRƯỞNG NHỮNG	BÌNH TRƯỞNG NHỮNG
Alt. Gaelic raised c [ss10] <i>Aero version available by enabling [ss10] + [ss02].</i>	MCDONALDS	MCDONALDS
Slashed zero [ss11] <i>Aero version available by enabling [ss11] + [ss02].</i>	SUMOMO ¥800 EACH	SUMOMO ¥800 EACH
Disconnected Cedilla Ç Ş Ţ [ss12] <i>Slammed and Aero versions available by enabling [ss01] + [ss12] or [ss02] + [ss12] respectively.</i>	REÇUE CHIŞINĂU ŢARĂ	REÇUE CHIŞINĂU ŢARĂ
Marshallese dot cedilla override [ss18] <i>Slammed and Aero versions available by enabling [ss01] + [ss18] or [ss02] + [ss18] respectively.</i>	EMŌJ NA ŁOK	EMŌJ NA ŁOK
Marshallese disconnected cedilla [ss19] <i>Slammed and Aero versions available by enabling [ss01] + [ss19] or [ss02] + [ss19] respectively.</i>	EMŌJ NA ŁOK	EMŌJ NA ŁOK
Marshallese language override [ss20] <i>This is a forced override for text processors not supporting the Marshallese [MAH] locl language tag.</i>	EMŌJ NA ŁOK	EMŌJ NA ŁOK

All samples set in Velocity Bold

LANGUAGE LIST

Velocity supports the following 287 Latin languages

Acheron	Cook Islands Māori	Kamba (Kenya)	Nobiin	Southern Aymara
Achinese	Cornish	Kaonde	Nomatsiguenga	Southern Qiangdong
Acholi	Corsican	Karelian	North Ndebele	Miao
Achuar-Shiwiari	Creek	Kashubian	Northern Kurdish	Southern Sami
Afar	Crimean Tatar	Kekchí	Northern Qiangdong	Southern Sotho
Afrikaans	Croatian	Kenzi, Mattokki	Miao	Spanish
Aguaruna	Czech	Khasi	Northern Sami	Sranan Tongo
Alekano	Danish	Kikuyu	Northern Uzbek	Standard Estonian
Aleut	Dehu	Kimbundu	Norwegian	Standard Latvian
Alonquin	Dimli	Kinyarwanda	Nyanja	Standard Malay
Amahuaca	Dutch	Kirmanjki	Nyankole	Sundanese
Amarakaeri	Eastern Arrernte	Kituba (DRC)	Occitan	Swahili
Amis	Eastern Oromo	Kongo	Ojiltán Chinantec	Swedish
Anaang	Efik	Konzo	Orma	Swiss German
Andaandi, Dongolawi	English	Koyraboro Senni	Oroqen	Tagalog
Anuta	Faroese	Songhai	Palauan	Tahitian
Aragonese	Fijian	Kven Finnish	Pampanga	Tedim Chin
Arbëreshë Albanian	Filipino	Kölsch	Papantla Totonac	Tetum
Asháninka	Finnish	Ladin	Papiamento	Tetun Dili
Ashéninka Perené	French	Ladino	Pedi	Toba
Atayal	Friulian	Latgalian	Picard	Tok Pisin
Balinese	Gagauz	Lithuanian	Pichis Ashéninka	Tokelau
Banjar	Galician	Lombard	Piemontese	Tonga (Tonga Islands)
Bari	Ganda	Low German	Pijin	Tonga (Zambia)
Basque	Garifuna	Lower Sorbian	Pintupi-Luritja	Tosk Albanian
Batak Dairi	German	Luba-Lulua	Pipil	Tumbuka
Batak Karo	Gheg Albanian	Lule Sami	Pohnpeian	Turkish
Batak Mandailing	Gilbertese	Luo (Kenya & Tanzania)	Polish	Turkmen
Batak Simalungun	Gooniyandi	Luxembourgish	Portuguese	Tzeltal
Batak Toba	Gourmanchéma	Macedo-Romanian	Potawatomi	Tzotzil
Bemba (Zambia)	Guadeloupean Creole	Makonde	Purepecha	Uab Meto
Bena (Tanzania)	French	Malagasy	Páez	Umbundu
Bikol	Gusii	Malaysian	Quechua	Ume Sami
Bini	Gwichin	Maltese	Romanian	Upper Guinea Crioulo
Bislama	Haitian	Mandinka	Romansh	Upper Sorbian
Borana-Arsi-Guji	Hani	Mandjak	Rotokas	Venetian
Oromo	Hiligaynon	Mankanya	Rundi	Veps
Bosnian	Hopi	Manx	Samoan	Vietnamese
Breton	Huastec	Maore Comorian	Sango	Võro
Buginese	Hungarian	Maori	Sangu (Tanzania)	Walloon
Candoshi-Shapra	Icelandic	Mapudungun	Saramaccan	Walser
Caquinte	Iloko	Marshallese	Sardinian	Waray (Philippines)
Caribbean Hindustani	Inari Sami	Matsés	Scots	Warlpiri
Cashibo-Cacataibo	Indonesian	Mauritian Creole	Scottish Gaelic	Wayuu
Cashinahua	Irish	Meriam Mir	Sena	Welsh
Catalan	Istro Romanian	Meru	Seri	West Central Oromo
Cebuano	Italian	Minangkabau	Seselwa Creole French	Western Abnaki
Central Aymara	Ixcatlán Mazatec	Mirandese	Shawnee	Western Frisian
Central Kurdish	Jamaican Creole	Mohawk	Shipibo-Conibo	Wiradjuri
Central Nahuatl	English	Montenegrin	Shona	Wolof
Chachi	Japanese	Munsee	Shuar	Xhosa
Chamorro	Javanese	Murrinh-Patha	Sicilian	Yanesha'
Chavacano	Jola-Fonyi	Mwani	Silesian	Yao
Chiga	K'iche'	Mískito	Slovak	Yucateco
Chiltepec Chinantec	Kabuverdianu	Naga Pidgin	Slovenian	Zapotec
Chokwe	Kaingang	Ndonga	Soga	Zulu
Chuukese	Kala Lagaw Ya	Neapolitan	Somali	Záparo
Cimbrian	Kalaallisut	Ngazidja Comorian	Soninke	
Cofán	Kalenjin	Niuean	South Ndebele	

TandemType

Making space for all types

ABOUT THE DESIGNERS

Paul Hanslow is a versatile multidisciplinary designer who enjoys the creative freedom of graphic design and the meticulous rigour of designing type. Originally from Melbourne, Australia, he completed his Master's of Type Design (MATD) at the University of Reading, England, and now calls Europe home.

Paul's career flourished after joining Tiro Typeworks, refreshing the company's visual brand and collaborating closely with John Hudson on a diverse range of multiscript projects, including Skeena, Huronia, Laconia Cherokee, The Tiro Indigo Project, Brill, STIX Two, and Castoro.

Kaja Słojewska is a Polish-born graphic-turned-typeface designer. She developed a traditional art and graphic design background while completing a BA at the Polish-Japanese Academy of Information Technology, which grew into a love of type. This passion led Kaja to study a Master's in Type Design (MATD) at the University of Reading, graduating with a distinction in 2017.

Shortly thereafter, she embarked on a freelance career as a full-time type designer by establishing Nomad Fonts. Throughout her career, Kaja has had the pleasure of working with F37, Displaay Type Foundry, The Northern Block, Playtype, Fontfabric, Sorkin Type Co., and Tiro Typeworks. In addition, she has released her own typefaces, including Alkes, VanSans, Larrikin, and Rupert.

CREDITS

About this specimen

All paragraphs in this specimen typeset in Rupert by TandemType, available from font distributors we trust and respect.

Type specimen (graphical elements and copy-writing) all created and composed by Paul Hanslow.

Text credits

Text samples sourced from Wikipedia and the Tour de France website. Other samples are specifically credited when appropriate.

Credits

Special thanks to Kaja Słojewska for her constant support and fine-tuning of Velocity's numerals. Without her help, this typeface would remain unreleased; Toshi Omagari for his correspondence on Wolpe Fanfare and sharing typeface archival images; Sebastian Carewe for

Opentype support and proof-reading; Ben Mitchell and Denis Jacquerye for their help with Marshallese; and John Hudson for his typographic knowledge.

Testing our fonts

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