

Fuera

TYPEFACE FAMILY

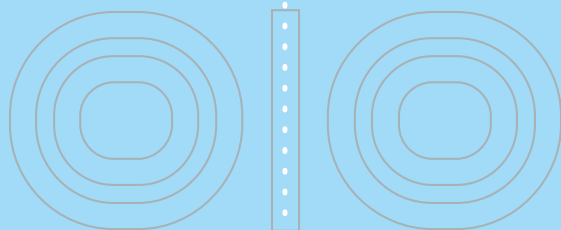
BY MICHAEL PARSON



Character set

F U E R A T Y P E F A C E

Style N° 1



G E N E R A L F E A T U R E

Fuera regular

Fuera regular

by Michael Parson

Fuera plays with a simple geometric form that mixes the idea of parallel lines with a type of hybrid terminal where the lines split to create 2 serif shapes. What interested us during the research was how this hybrid mixes 2 very different worlds, on the one hand the classical serif but mixed in with a much more contemporary style of letterform and stroke.

This typeface design was created for use in larger point sizes and thanks to a large selection of ligatures, alternates and swashes, offers the designer a wide choice of forms from which to compose their layouts.



The Fuera typeface was inspired by the number plate used by the 2010 Moto GP world champion, Jorge Lorenzo. In a geometric trend reminiscent of the Op Art movement, his logo is a 1 numeral composed of the 2 initials of his name, J & L.

FUERA REGULAR
BASIC LETTERFORMS

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 g h i j k l m n o p q
r s t u v w x y z

NUMERALS

0 1 2 3 4 5 6 7 8 9

SUPERSCRIPT & SUBSCRIPT
NUMERALS

0 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7 8 9

ACCENTS

À Á Â Ã Ä Å Æ È É Ê Ë Ì Í Î Ï Ñ
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PUNCTUATION
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MONETARY
LOGOS

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A B C

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FRACTIONS

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FRACTIONS

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SWASH

K R T V W X Y Z y
A B D E F H I J K L
M N P Q R T U V W
X Y Z f g h k m n o p q t v
w x y z

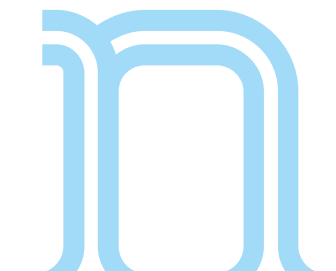
STYLISTIC ALTERNATES

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CONTEXTUAL
ALTERNATES

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à á â ã ä å æ è é ê ë f g h i j k l m n o p q r s t u v
w x y z

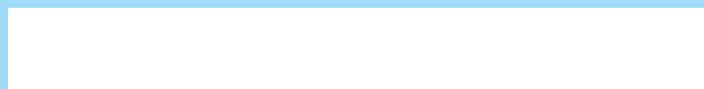
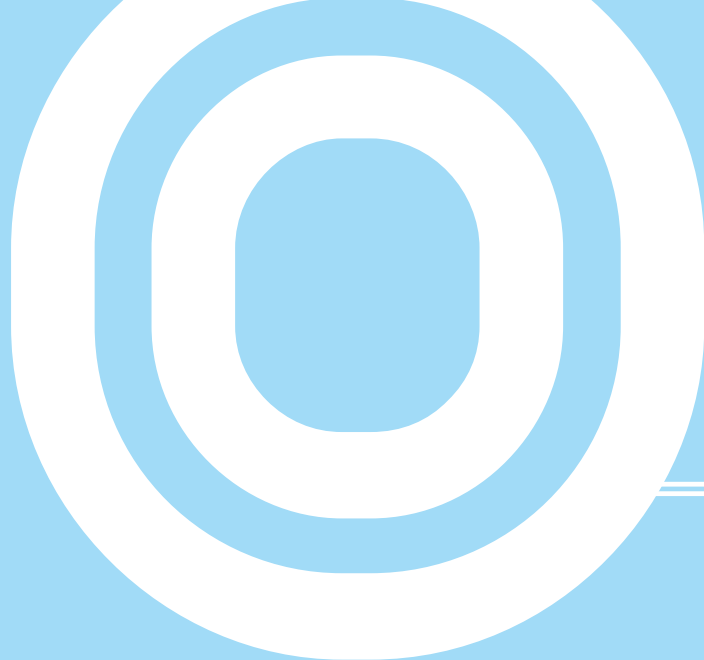
than that. Plans are deliberately indefinite, more to travel than to arrive anywhere. We are just vacationing. Secondary roads are preferred. Paved county roads are the best, state highways are next. Freeways are the worst. We want to make good time, but for us now this is measured with emphasis on "good" rather than "time" and when you make that shift in emphasis the whole approach changes. Twisting hilly roads are long in terms of seconds but are much more enjoyable on a cycle where you bank into turns and don't get swung from side to side in any compartment. Roads with little traffic are more enjoyable, as well as safer. Roads free of drive-ins and billboards are better, roads where groves and meadows and orchards and lawns come almost to the shoulder, where kids wave to you when you ride by, where people look from their porches to see who it is, where when you stop to ask directions or information the answer tends to be longer than you want rather than short, where people ask where you're from and how long you've been riding. It was some years ago that my wife and I and our friends first began to catch on to these roads. We took them once in a while for variety or for a shortcut to another main highway, and each time the scenery was grand and we left the road with a feeling of relaxation and enjoyment. We did this time after time before realizing what should have been obvious: these roads are truly different from the main ones. The whole pace of life and personality of the people who live along them are different. They're not going anywhere. They're not too busy to be courteous. The hereness and nowness of things is something they know all about. It's the others, the ones who moved to the cities years ago and their lost offspring, who have all but forgotten it. The discovery was a real find. I've wondered why it took us so long to catch on. We saw it and yet we didn't see it. Or rather we were trained not to see it. Conned, perhaps, into thinking that the real action was metropolitan and all this was just boring hinterland. It was a puzzling thing. The truth knocks on the door and you say, "Go away, I'm looking for the truth," and so it goes away. Puzzling. But once we caught on, of course, nothing could keep us off these roads, weekends, evenings, vacations. We have become real secondary-road motorcycle buffs and found there



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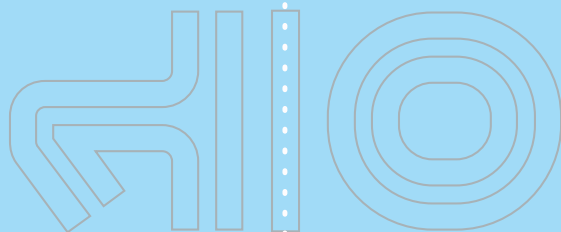
owmo



Ligatures

FUERA TYPEFACE

Style N° 1



OPENTYPE FEATURE

CAPITAL
LIGATURES

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Th Ti Tj Tk Tl

LOWERCASE
LIGATURES

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fm fn fr ft fu fv fw fx fy fz
gy ra rb rc rd re rf rg rh ri rj
rk rl mm m ro rp rq rr mi nry
rs rt ru rv rw rx ry rz ta tf
ti tj tm tn tr tt tti tty tu tv
tw tx ty tz ua uf um un ur
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roman

Xa



Fuera
Ligatures

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 Tt Tb Th Ti Tj Tk Tl
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Ligatures

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NTINO ROSSI & CASI

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nds riding up ahead, and maybe
rther than that. Plans are delibe
more to travel than to arrive



Altemates

FUERA TYPEFACE

Style N° 2

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OPENTYPE FEATURE

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Alternates



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Fuera
Alternate Characters

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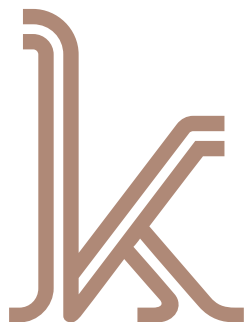
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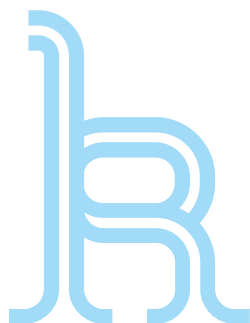
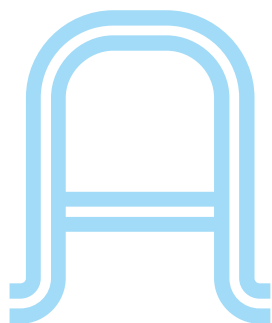
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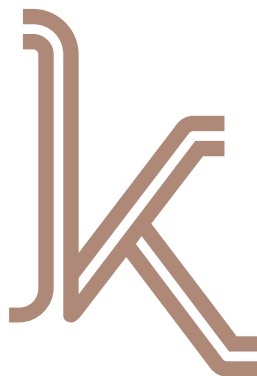


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Alternate
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Swash
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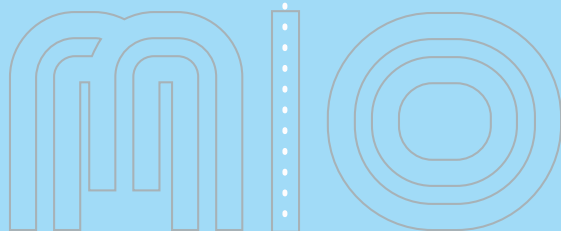
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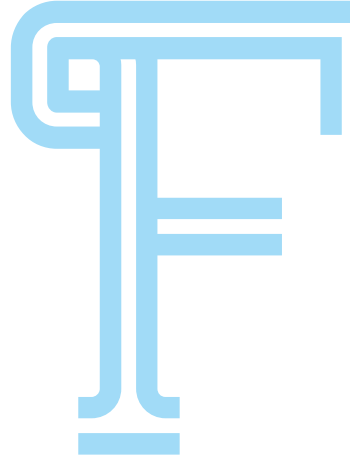
Swash

FUERA TYPEFACE

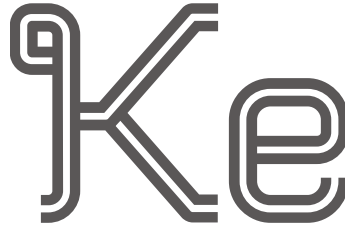
Style N° 3



OPENTYPE FEATURE



Swash



Fuera Swash Characters

K R T V W X Y Z

A B D E F H

I J K L M N

P Q R T U V

W X Y Z

f g h k m n q t v

w x y z

Florian

Kevin Schw

WORLD CHAMPIONSHIP

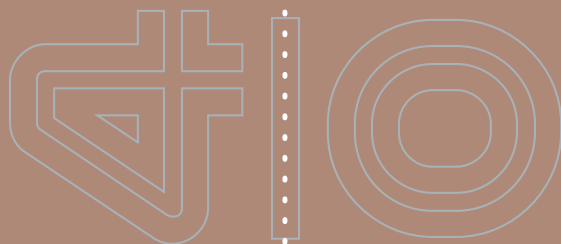
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Stylistic Variants

FUERA TYPEFACE

Style N° 4



OPENTYPE FEATURE

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Stylistic Alternates



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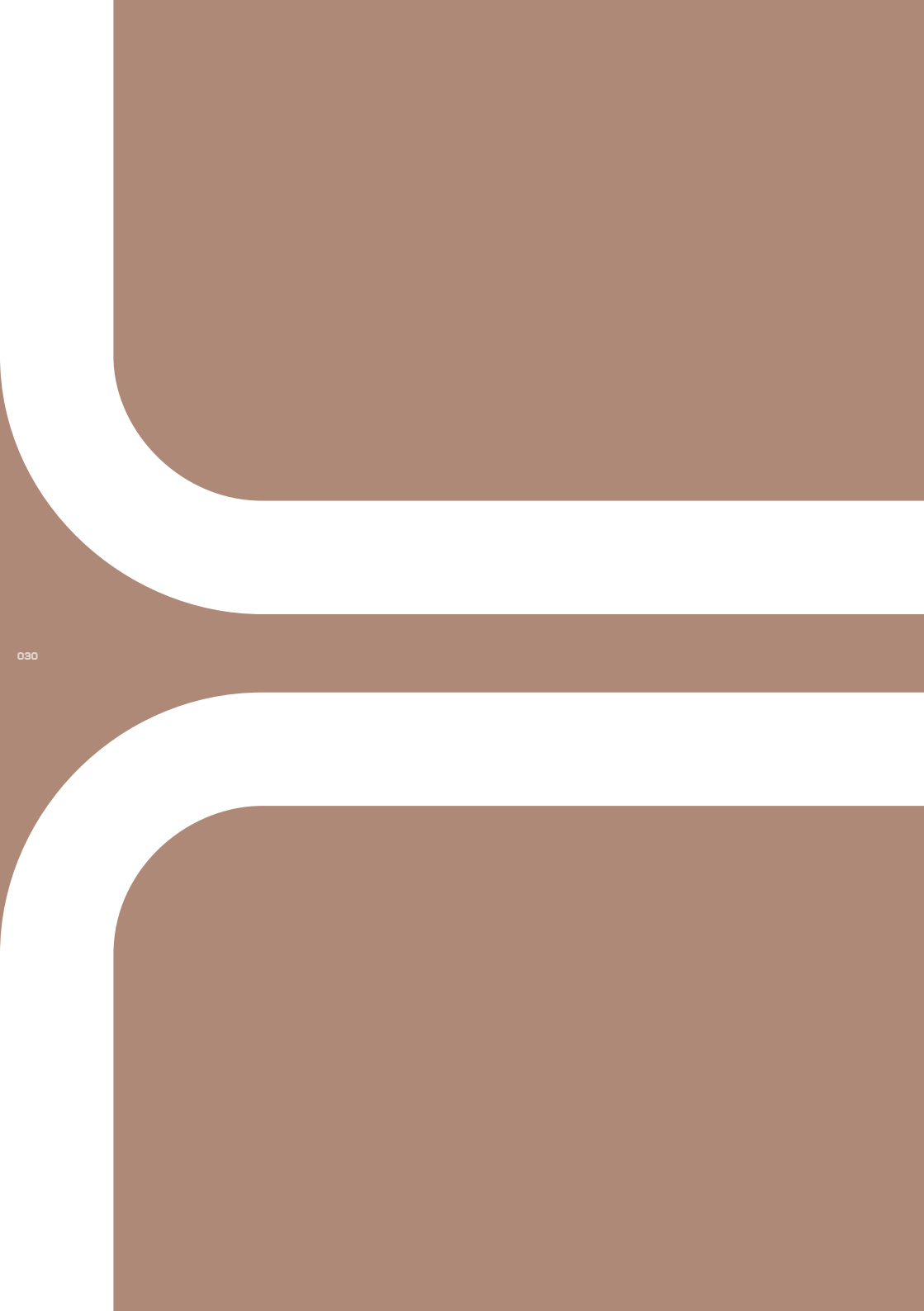
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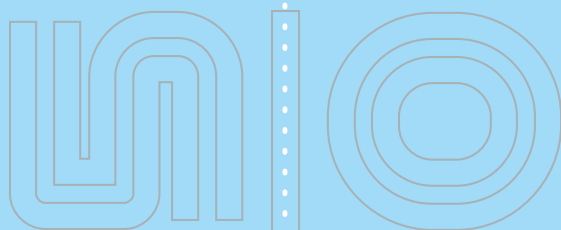




Numerals

FUERA TYPEFACE

Style N° 5



OPENTYPE FEATURE



Numerals



034

Fuera
Numerals

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ession was over. That
with 13 minutes to go,
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nd crashed in the grav
ut calmly got the bike
nd returned to the pit

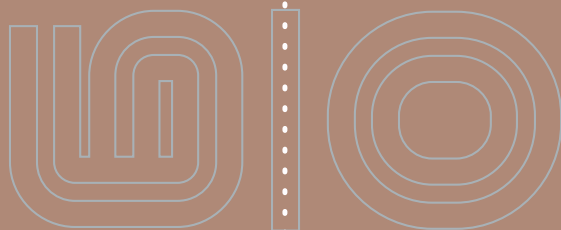
to his ninth pole of the season. His best performance in Aragon was in 2001 when he won the championship leader was new lap-record **1m49.165s** which was much faster than that of the previous record holder. At that time was still unbeaten. Stoner lapped in 1m49.165s in 2001. He then ran a lap in 1m49.165s at Turn 7 on his next lap. He restarted, dusted his bike, rejoined on his spare



Fractions

FUERA TYPEFACE

Style N° 6



OPENTYPE FEATURE

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Fractions



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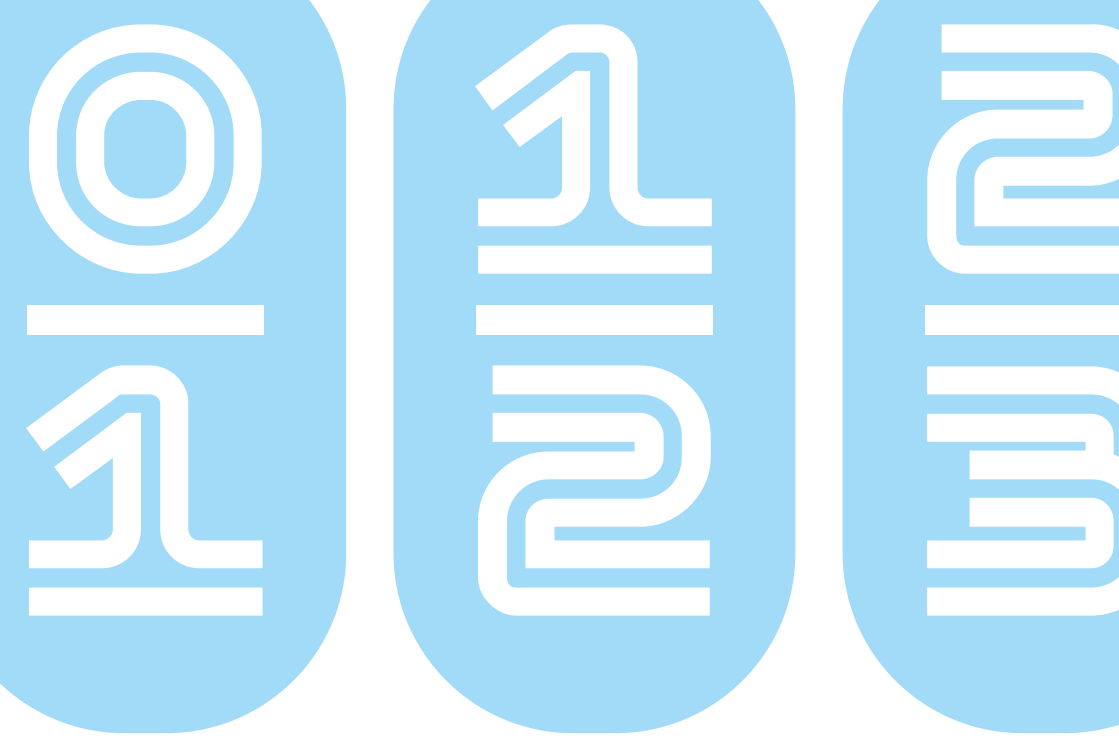
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Styles

FUERA TYPEFACE

Style N° 7

STYLING FEATURE

Fuera fill

Having completed the base Fuera typeface and after a few layout trials, we quickly observed how in smaller point sizes, the rendering of the parallel lines was posing a few issues as they were either disappearing or then creating a strange view. To correct this issue and offer a smaller point size alternative, we developed the fill version of this typeface where the 2 lines have been replaced by a solid form.

The fill version of the font is available with all the design features of the regular font yet we did not complete the Swash set that seemed too heavy and actually a bit illogical since we assumed designer would not be using swash characters in small point sizes.

FUERA FILL
BASIC LETTERFORMS

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 g h i j k l m n o p q
r s t u v w x y z

NUMERALS

0 1 2 3 4 5 6 7 8 9

SUPERSCRIPT & SUBSCRIPT
NUMERALS

0¹ 1² 2³ 3⁴ 4⁵ 5⁶ 6⁷ 7⁸ 8⁹ 0₁ 1₂ 2₃ 3₄ 4₅ 5₆ 6₇ 7₈ 8₉

ACCENTS

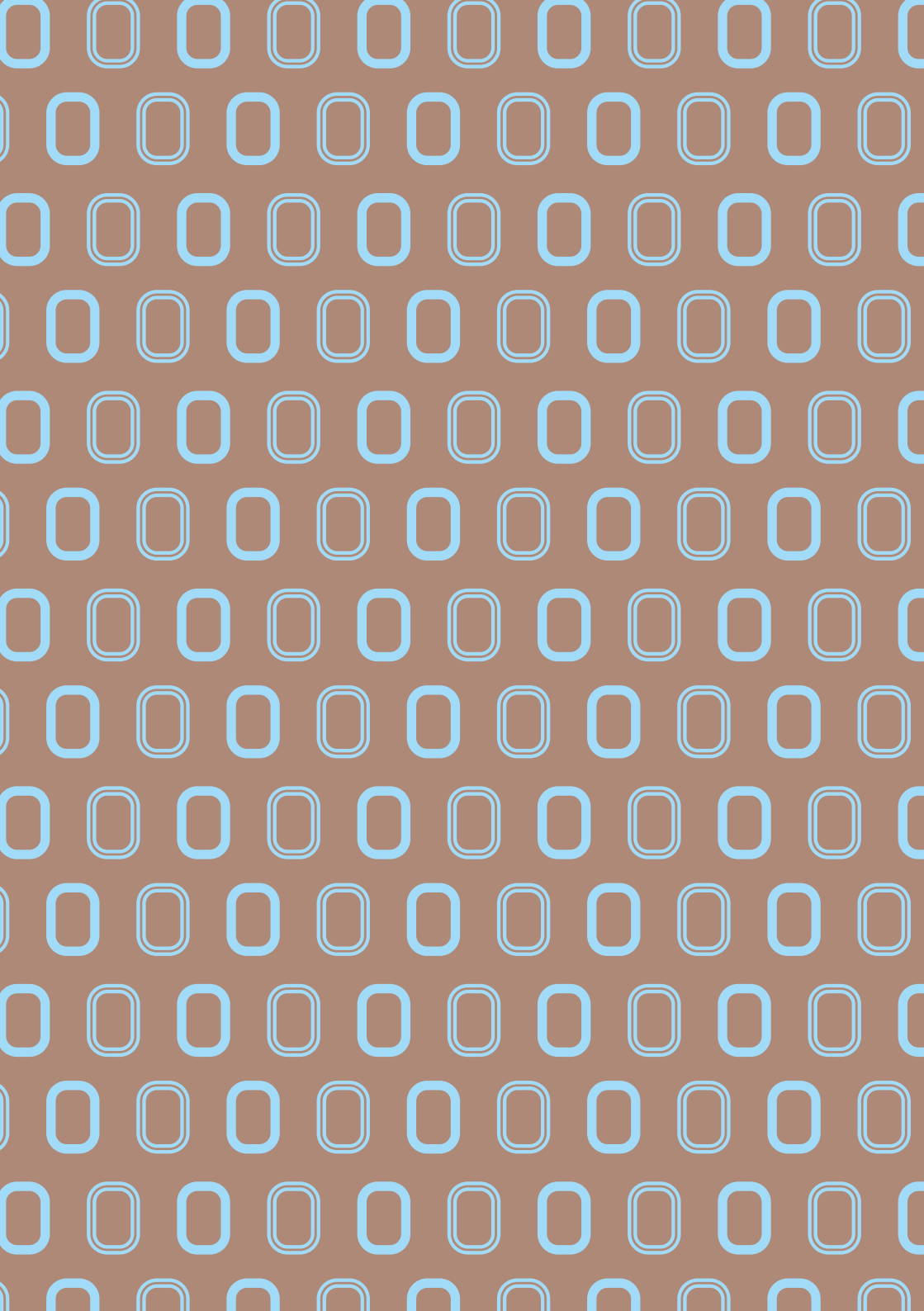
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PUNCTUATION
& SIGNS

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MONETARY
LOGOS

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FRACTIONS

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FRACTIONS

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STYLISTIC ALTERNATES

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CONTEXTUAL
ALTERNATES

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à á â ã ä å æ è é ê ë f g k t y
œ œ th ti ttj ttr tt thi tty tu
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049

Emerso

THE FASTEST WORLD CHAMPIONSHIP EVER F

Emerso

Aa

FUERA TYPEFACE

Regular

tcOOl



Aa

FUERA TYPEFACE

Fill

*Many
letter options
for your
layouts*

tcOOl



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FUERA TYPEFACE

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Fill Italic



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Styles



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Fuera
Styles

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HAMBURGEFONTS

Regul

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test lap, pole

...ner's team-mate Dani Pedrosa took second, and was within 0.296 seconds of pole
...nd. His final shot ended when he ran wide at Turn 14. A Honda-dominated front row
...likely for much of the hour, but ultimately Yamaha found some pace - although it was
...opies who was its fastest rider in third, ahead of title contender Jorge Lorenzo. And
...Dovizioso put the third works Honda in fifth, next to Gresini Honda's Marco Simoncelli.
...Valentino Rossi had yet another tough session. He crashed at the penultimate corner
...quarter of an hour into qualifying, then made strenuous efforts to get the Ducati back
...the garage as it is believed that switching to the spare bike would have meant exceed
...the six engines per season limit and taking a penalty. The latest revision to the Ducati
...involved a change to the engine mounting points. It only took 12 minutes for Ducati to
...Rossi back on track on his main bike, but 13th was his limit. His team-mate Nicky Ha

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Fuera Typfaces

A 4 weight font family by Michael Parson



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