



1. You are racing in the new PUMA SL Tech. The first obvious difference to a normal racing shoe is the design. What are your feelings about it?

VETTEL: I think it looks very nice. Obviously I'm racing alongside Mark [Webber], and we both have our individual preferences. I like the design as it's different to the usual racing shoe, but the best thing about the new PUMA SL Tech apart from its design is its comfort and functionality.

ALONSO: It is fresh, innovative. PUMA is a popular brand and I can imagine it often has to often refresh the graphic of the shoes without leaving behind the key visual elements - the formstripe and the cat. I think PUMA has done a good job blending those elements in a clearly good looking way.

2. You have been involved in the development of the SL Tech from the very start. What were the most important aspects for you when asking for the perfect F1 racing shoe?

VETTEL: A Formula 1 shoe needs to be first of all like every shoe – comfortable. In addition it needs to give you a good support, a certain amount of stiffness, but at the same time it is supposed to be very light.

ALONSO: Outsole and stability are important for me. The outsole has to transfer the feeling and the response of the car. The SL Tech fulfils these requirements perfectly.

3. As we know every racer has his own definition of a perfect racing shoe. What were the modifications that you asked for with your versions of the SL Tech?

VETTEL: To be honest, I didn't ask for that many modifications as the shoe was already at a very good level, so apart from some little issues with the sole I didn't modify anything. For the sole I just asked for it to be stiffer to give a little bit more support.

ALONSO: First of all I went away from the laces and moved towards an elasticated strap. This was a challenge as there was the need of a perfect fine tuning of this element - not too tight and not too loose. The good thing is that another style by PUMA had the elasticated straps I wanted, so it was easier to transfer that technology onto my shoes. The contrasting colour graphic all around the shoe helps in delivering a degree of stability thanks to added thickness.

4. The shoe feels extremely light (as per the SL - Superlight name). How important is the weight of the shoe for an F1 driver in general and especially for you?

VETTEL: The teams are spending a lot of money to save weight on how they build their car, so obviously, when it comes to driver kit you're first of all looking for comfort, but secondly you're also looking to save weight, so everyone is trying to do his best no matter if it's part of the car or part of the driver's kit.

ALONSO: I worked with PUMA to get the perfect fit in the important areas, including the thickness of the outsole. It is amazing to see what PUMA was able to achieve in terms of weight without compromising the functionality. Nevertheless a F1 driver cannot sacrifice stability for weight. I was offered even lighter shoes by PUMA, but I felt they were far too light and did not offer enough stability.

5. Where can you see improvements in the future? Are there any areas that PUMA should particularly develop?

VETTEL: I think you can always make improvements, but as I said before, the PUMA SL Tech is already a very, very good base, and I think everyone who is using it is already fairly happy with it. In the long run as is said you will always make minor modifications, but basically you could run this shoe forever.

ALONSO: I think in the last two years a lot has been achieved. We all know once a target is reached, a new one is ahead. In my opinion PUMA could work on combining light weight with added side stability.

6. Your teams were the first to test the shoe. After a few races in 2010 would you recommend the shoe to other aspiring racers?

VETTEL: As I said, it's a good shoe, its very comfortable and very light, which obviously is more important in Formula 1 then in other series but it's a good shoe for racing, you get a very good feel for both throttle and breaks which is obviously the key, and I think the secret is that the SL Tech is fairly simple and not trying to overcomplicated things.

ALONSO: It is always difficult to say, as my version of the SL Tech has been modified slightly, due also to the F1 pedals. However, I think it can be safely worn by many other drivers in other racing series.