



Driver Opinions of Phoenix International Raceway, continued

#18 Kyle Busch (13th in Sprint Cup points): “The keys to Phoenix are sort of the same as Loudon. Braking’s not as much of a big deal (here) as it is at Loudon. You’ve still got to be able to turn the center of the corner really well and you’ve got to be able to exit (the turns) strong so you can get down that big, long straightaway.”

#29 Kevin Harvick (21st in Sprint Cup points): “Phoenix is another place where you need to get through the center of the corner but you also have to have forward bite (tire grip). As the run goes on, the car tends to get tighter (have more understeer) in the center of the corners, so you need to keep your car turning well and be able to stay in the throttle up off (the turns).”

In-depth interviews

#16 Greg Biffle (Seventh in Sprint Cup points): “I love this race track, it’s a lot of fun I’m looking forward to it. I’ve got a couple chances left this season to pick up a win and we’re continuing to try and chip away at the points. We made some pretty decent gains the past couple weeks, we’re close to a few guys now so we will see what we can do to continue to move up and I’m looking forward to racing here on Sunday. We run really well here – we don’t have the finishes like (at) Homestead to show for it, but this is definitely a good race track for us. (This race track, that’s one thing I like about it, it’s kinda difficult from one end to other, extremely different. It’s got some kinda quirks to it and it suits my driving style and I have figured out things in the past that I like about it. Yeah, you better be pretty close before the race starts because the biggest struggle is (turn) one is different from the others so you’re always too tight down there and then always too loose in turn three and four and it’s getting that balance. You have to try and get that adjustment, that setup right in order to get going. (re: winning his first NASCAR championship in 2002) It was really, really important. I remember those days like it was today. It was the Nationwide Series; ironically enough, I clinched it here in Phoenix so it’s memories I’ll carry with me, it’s a lot of fun. Those championships are hard to come by and you overcome a lot of obstacles to win them and they mean a great deal to people. (re: expectation in the off-season) Well, partly what we have been doing is looking around for racetracks where we can go test. What we need to do is iron out these courses. The problem is you get two hours of practice and it’s really hard to say we don’t care about this track this week, let’s just try different stuff and hope it works and you can’t really do that to compete. It makes it difficult to try and leap forward when you’re spending 45 minutes in the garage and then going back on the track and seeing if it’s better for not, that’s a lot of what we’re up against. Computer modeling simulation has come along a long ways and that helps, but you still need some track time. At these tire tests next year we will try and concentrate on targeted changes that we’ll try and do with the tires but we don’t have a lot of time to test. Goodyear doesn’t want you changing the car all over the place, so we will have a short window, but more than practice to isolate a few items and try and close in on the 48 (Jimmie Johnson) and Gibbs (Joe Gibbs Racing) and all of those other groups. (How difficult is pit road?) Anytime you’re in the corner and you put your tire down on the apron to try and head that direction (pit road) it makes your car super loose and makes it want to spin. So it’s hard to get down on that flat where it seems to be dusty and dirty all the time to try and get to pit road. There really isn’t any easy pit road at these tracks or in this sport; they’re usually pretty damn challenging. CONTINUED...