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KYLE BUSCH: Driver, No. 18 M&M'S/Interstate Batteries Toyota Camry

Birthdate: May 2, 1985

Birthplace: Las Vegas

Hometown: Las Vegas

Residence: Charlotte, North Carolina

Spouse: Samantha

Children: Brexton

Two-time and defending NASCAR Cup Series champion – it's a title Kyle Busch wears proudly as driver of the No. 18 M&M'S/Interstate Batteries Toyota for Joe Gibbs Racing (JGR) during the 2020 season, his 16th full season in NASCAR's top series.

The 34-year-old from Las Vegas punctuated his latest milestone-filled campaign in 2019 with a dominating victory at the season-ending race at Homestead-Miami Speedway, which clinched his second Cup Series title in five years and further immersed his presence among North American stock car racing's most elite competitors of all-time.

Busch's fifth and final victory of 2019 was the 56th of his Cup Series career, second among active drivers only to seven-time champion Jimmie Johnson's 83, and his second career Cup Series title made Busch the only active driver other than Johnson to own multiple championships. The 56th career victory for Busch also broke a tie for ninth place on the all-time Cup Series wins list with NASCAR Hall of Famer Rusty Wallace.

In the bigger picture, the 2019 season saw Busch surpass yet another career milestone – 200 wins in NASCAR's top three series (Cup, Xfinity and Truck). His five wins each in the Cup Series and Truck Series and another four in the Xfinity Series in 2019 lifted Busch's career total to 208. Busch's 96 Xfinity Series wins and 56 Truck Series wins are all-time highs for both series.

After crossing the 50 career wins plateau in the Cup Series with his eight wins in 2018, vaulting Busch past the likes of NASCAR Hall of Famers Ned Jarrett, Junior Johnson, Bill Elliott, Buck Baker and Herb Thomas, and 2020 Hall of Fame inductee Tony Stewart, he and his fifth-year crew chief Adam Stevens were already in championship form over the first half of the 2019 campaign. Four wins in the season's first 14 events, including back-to-back efforts at ISM Raceway near Phoenix and Auto Club Speedway in Fontana, California, and his eighth career Cup Series win at Bristol (Tenn.) Motor Speedway, made Busch a clear favorite to bring home his second career title by season's end.

Busch would not win again until his title-clinching effort at the Homestead finale, but he and his team rode the consistency of their 10 top-five finishes over the final 22 events to the their second series crown. He won the 26-race regular-season championship and opened his 10-race, four-round playoff run seeded first among the 16 playoff competitors in the standings. Most importantly, Busch's series-high 45 playoff points, combined with his consistent finishes, helped him easily advance through the opening three rounds and into his fifth consecutive appearance in the Championship 4. Busch led a race-high 120 of 267 laps in his title-clinching race at Homestead and crossed the finish line a comfortable 4.5 second ahead of his JGR teammate and 2017 Cup Series champion Martin Truex Jr.

While Busch's 2019 championship came courtesy of a full season's worth of consistent finishes and steady teamwork by the M&M'S/Interstate Batteries crew, safe to say Busch's first Cup Series title run in 2015 was among the most improbable in racing history.

In February 2015, Busch suffered a broken right leg and a broken left foot in an accident during the season-opening Xfinity Series race at Daytona (Fla.) International Speedway. Figuring his season was over before it started, Busch initially set his sights on rehabilitation and getting himself ready for the 2016 season. But as the weeks went by and he went from laying in a makeshift hospital bed set up in his living room to standing, and then to walking, Busch realized he may have a shot at racing in 2015 as the timeline for his recovery kept getting shorter and shorter.

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The initial goal was simply to be standing by his wife Samantha's side for the birth of their son, who was due in mid-May. As it turned out, Busch's miraculous recovery saw both his return to racing and his son's birth happen just two days apart. Busch was back in the cockpit of his No. 18 racing machine for the May 16 NASCAR All-Star Race, a non-points event at Charlotte (N.C.) Motor Speedway where he finished a solid sixth in his 2015 Cup Series debut. Just two days later, on May 18, Busch and Samantha welcomed their son Brexton into the world.

On the track, Busch was granted a waiver by NASCAR that allowed him to be eligible for the playoffs despite missing the first 11 regular-season races. The conditions of the waiver were that Busch had to win a regular-season race, and also had to finish the regular season in the top-30 in driver points. Missing the first 11 events left Busch with a tall mountain to climb to meet both criteria required to make the playoffs by the September cutoff. It meant Busch and the No. 18 team had just 15 races to get the job done. To make it even more difficult, a mid-June accident at Michigan International Speedway in Brooklyn created an even deeper hole in the driver standings for Busch to climb out of in his quest to crack the top-30 as he sat 173 points behind the 30th-place driver.

Not about to give up, Busch and then rookie crew chief Stevens and the entire team rolled up their sleeves and went to work. Using the off weekend following Michigan as a chance to refocus, the team turned around its season in late June by winning at Sonoma (Calif.) Raceway. The win started a remarkable streak of four wins in five weeks, including three in a row at Kentucky Speedway in Sparta, New Hampshire Motor Speedway in Loudon and the prestigious Brickyard 400 at Indianapolis Motor Speedway. The hot streak enabled Busch and company to jettison their way into the top-30, clinching a playoff berth at the Labor Day weekend race at Darlington (S.C.) Raceway.

Once qualified for the playoffs, Busch and Stevens navigated their way through the playoffs with hard work and smart racing. They advanced through the first three rounds and into the four-driver, winner-take-all season finale at Homestead. Not only did the No. 18 team make it to the Championship 4, its fast pit work on the final stop of the race vaulted Busch into the lead with less than 10 laps to go. And in another case of truth being stranger than fiction – something more likely belonging in a Hollywood script – Busch brought home his first Cup Series title by winning the season finale, and the championship capped off a season to remember for Busch, his entire JGR team, and his newly expanded family.

Busch's rise to two-time Cup Series champion and perennially dominant racer took shape early in his life when he unofficially began racing at age 6, cruising around the cul-de-sac in his family's Las Vegas neighborhood in a makeshift go-kart. Busch was too small to reach the throttle, but that didn't stop him from picking up the basics. His father Tom held down the gas pedal while Busch steered the kart on the street. Once Busch was tall enough to reach the gas pedal, an accelerated pace was set for his future career in motorsports.

Throughout his childhood, Busch spent countless hours as an apprentice to his father and his older brother Kurt in the family garage, learning to build and repair racecars. By age 10, Busch was a full-fledged mechanic and served as crew chief on fellow future Cup Series champion Kurt's Dwarf car team. In 1998, shortly after his 13th birthday, Busch's driving career officially began.

Given his young age, schoolwork was always a priority. Busch was an honor student, but his extracurricular activities always included a racecar. His parents taught him accountability. If he wanted to race, he was responsible to work on, repair and pay for his cars. Busch learned early on that carelessness on the track proved costly, resulting in wrecked equipment and being unprepared for the next event. He took pride in his racecars and raced competitors with respect.

From 1999 to 2001, Busch earned more than 65 wins in Legends cars and two track championships at the Las Vegas Motor Speedway "Bullring" before moving up to Late Model stock cars. Winning seemed to come naturally no matter what Busch drove. He captured 10 victories in Late Model competition at the Bullring in 2001.

His winning reputation and potential for success began to pique the interest of car owners in NASCAR, and Busch made his NASCAR Truck Series debut – at age 16 – Aug. 3, 2001 at Lucas Oil Raceway near Indianapolis, where he started 23rd and finished ninth for Roush Fenway Racing. Shortly thereafter, an unexpected ruling by NASCAR that enacted a minimum age requirement for competitors in NASCAR's top three series sidelined Busch until his 18th birthday.

Instead of sitting idle until that magic date, Busch turned his attention to the American Speed Association, where he ran the entire 2002 schedule. In a division that prepared the likes of Mark Martin, Alan Kulwicki and Wallace for NASCAR, Busch once again was successful by posting five top-fives and 10 top-10s in 20 starts, ending the season eighth in points. That same year, he graduated with honors – one year early – from Durango High School in Las Vegas.

Prior to his 18th birthday in 2003, Busch signed with Hendrick Motorsports and quickly got down to business, winning his very first ARCA Series race at Nashville (Tenn.) Superspeedway from the pole position. He followed with a second win in his very next outing at Kentucky.

Upon turning 18, he entered seven races in the NASCAR Xfinity Series – the stepping stone to the elite Cup Series – and finished second at Charlotte in his very first start. Busch ended the year with two second-place finishes, three top-10s and five top-10 qualifying efforts.

The 2004 season started off on a high note as Busch scored an ARCA victory Feb. 7 in his first career start on the high banks of Daytona. And, after his first full season in the Xfinity Series, Busch was the youngest top rookie in series history, at age 19.

Busch grabbed his first Xfinity Series victory May 14, 2004 at Richmond (Va.) International Raceway. The win sparked four more victories – at Charlotte, Kentucky, Lucas Oil Raceway near Indianapolis, and Michigan. Busch ended the year with five poles, five wins, 16 top-fives, 22 top-10s and a runner-up finish in the point standings.

Looking to gain experience and seat time in NASCAR's premier series, Busch also qualified for six Cup Series races. In late 2004, Busch's career dreams came true as he was selected to replace the retiring Terry Labonte in the No. 5 car for Hendrick Motorsports beginning in 2005.

At age 19, Busch started the 2005 season with a record-setting pole at Fontana in just his eighth career Cup Series start. Busch, who was 19 years, 317 days old, broke the record previously held by Donald Thomas, who was 20 years, 129 days old when he won the pole Nov. 16, 1952 at Lakewood (Ga.) Speedway. Thomas went on to win that race and remained the youngest race winner in Cup Series history until Busch won Sept. 4, 2005 at Fontana. Busch bested Thomas' record by a mere four days and held the title as youngest Cup Series winner until his JGR teammate Joey Logano won in June 2009 at New Hampshire at 19 years, 35 days.

Finishing his rookie season with another victory in November at Phoenix, Busch's first year consisted of one pole, nine top-fives, 13 top-10s, two wins and a 20th-place finish in the standings. Busch bookended his Xfinity Series Rookie of the Year trophy from 2004 by winning the Cup Series Rookie of the Year title in 2005.

The 2006 season brought more success for Busch as he won another pole in April at Phoenix and took his third race win in July at New Hampshire. In addition to the pole and race win, Busch managed to bring home 10 top-five finishes and 18 top-10s while ending up 10th in the point standings after qualifying for the playoffs for the first time, becoming the youngest driver ever to become eligible for NASCAR's postseason.

Busch continued his success in his third full season in 2007 by winning in March at Bristol and again qualifying for the playoffs. He finished the season with a remarkable 20 top-10s and 11 top-fives and was fifth in the final point standings – his career best at the time.

In the offseason, Busch moved to JGR to pilot the team's legendary No. 18 machine after his four seasons at rival Hendrick. In the meantime, JGR was in the middle of a major change, having switched from Chevrolet to new manufacturer Toyota, and M&M'S Chocolate Candies became the primary sponsor of the No. 18 car for 32 races while longtime JGR partner Interstate Batteries signed for six races.

The Busch-JGR-Toyota combination quickly became successful and yielded eight Cup Series wins, 17 top-fives and 21 top-10s en route to a 10th-place finish in the points in 2008.

Adding to his Cup Series success, Busch continued to win races en masse in the other tiers of NASCAR. By season's end, He had 21 victories across NASCAR's top three series – eight in Cup, 10 in Xfinity and three in Truck. He bested the previous record by seven wins for most victories overall in a season since the addition of the Truck Series in 1995.

The 2009 season saw more of the same as Busch drove the No. 18 Toyota to victory in four races, including an emotional win at his home track of Las Vegas Motor Speedway, which was being constructed when his career was just beginning. He also scored 13 top-10 finishes en route to a 13th-place finish in the points.

Busch also won his first NASCAR championship of any kind by topping runner-up Carl Edwards by 210 points to win the 2009 Xfinity Series title driving for JGR. The championship likely will go down as one of the most impressive in NASCAR's 62-year history as Busch's 5,682 points scored in 2009 were the most ever by an Xfinity Series competitor. So were the 2,698 laps he led throughout the season. Busch totaled nine wins – four more than any other driver in 2009 – while he finished second 11 times for a single-season Xfinity Series record. Busch's 25 top-five finishes were the most since Jeff Green scored 25 top-fives in a 32-race Xfinity Series season in 2000. Busch failed to lead a lap in only three races and led more than 50 percent of the laps in a race an incredible 12 times. The points race was never in doubt as he topped the standings after 30 of the 35 events, including the last 29 of the season.

In addition to his Xfinity Series championship in 2009, Busch continued to participate in a limited Truck Series schedule and drove to victory lane seven times in just 15 starts.

While it seemed as if his 2008 and 2009 seasons would be difficult to top, Busch stepped up his performance yet again in 2010. Across all three of NASCAR's national series that season, Busch made 81 total starts – 36 Cup, 29 Xfinity and 16 Truck, the latter of which he contested as driver-owner of Kyle Busch Motorsports (KBM) during that team's inaugural season.

He won 24 races across the three divisions – three in Cup, a record-smashing 13 in Xfinity, and eight in the Truck Series – for an incredible winning percentage of nearly 30 percent. Coupled with his 21 overall wins in 2008 and 20 overall wins in 2009, Busch recorded an astounding 65 overall victories those three seasons. In addition to his remarkable win totals, Busch had 45 top-fives and 57 top-10s, as well as 11 poles among NASCAR's top three series in 2010.

And Busch also found several new ways to add his name to the record books in 2010, something he has done routinely since joining the powerhouse JGR organization at the beginning of the 2008 season. His 13 Xfinity Series wins shattered the mark of 10 wins set by Sam Ard in 1983 that was tied by Busch in 2008. He also broke Mark Martin's Xfinity Series career record of 8,082 laps led – closing the season with 9,466 career laps led. In addition to being the all-time Xfinity Series lap leader, Busch found himself just five wins behind Martin's series record of 48 wins.

Another impressive accomplishment for Busch in 2010 came in August at Bristol, where he swept the schedule of NASCAR races at the .533-mile oval to become the first driver in history to win all three of NASCAR's national touring series events in the same weekend.

While he fell short of a Cup Series title with the No. 18 Cup Series team, Busch qualified for the playoffs and finished eighth in points. But Busch's talents helped earn two other teams a championship in 2010. In addition to his part in vaulting JGR's No. 18 Xfinity Series to the owner title – JGR's third championship in a row – Busch guided his KBM Toyota team to the 2010 Truck Series owner title, even more impressive because the team was in its first year.

After winning 18 overall races among NASCAR's top three divisions in 2011, including his 100th overall win in the Xfinity Series race in July at New Hampshire, Busch embarked on a scaled-back schedule of Xfinity and Truck Series events in 2012. His victory total suffered, with just one overall win. Busch finished 13th in points in a disappointing Cup Series season in 2012 as mechanical setbacks hindered the team's championship drive.

Busch and his No. 18 team bounced back with vengeance in 2013 as NASCAR introduced the new Generation-6 car to the Cup Series. He finished fourth in Cup Series points and recorded 16 top-fives and a career-best 22 top-10s as he showed the consistency it takes to be a Cup Series champion.

Busch's 2013 season included four Cup Series victories, which came at Fontana, Texas Motor Speedway in Fort Worth, Watkins Glen (N.Y.) International and Atlanta Motor Speedway. The Atlanta victory marked his 28th career NASCAR Cup Series win, tying him for 23rd place on the all-time Cup Series win list with Rex White.

In 2014, Busch scored just one Cup Series win, which came at Fontana in March. By virtue of the victory, Busch made NASCAR's revamped 16-driver, 10-race playoffs for the Cup Series. However, Busch was caught up in a wreck not of his making in the sixth race of the playoffs at Talladega (Ala.) Superspeedway, which was an elimination race in the new playoff format. Despite scoring three top-fives and five top-10s in the first five races of the playoffs, the wreck was too much for Busch to overcome and he was eliminated from championship contention and finished 10th in points.

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After bringing home his Cup Series title in 2015, Busch backed it up in 2016 with four wins to go with 17 top-fives and 25 top-10s. He came up just short of the title, finishing third in the standings.

In 2018, Busch was a championship contender once again, tying his career high with eight wins among his career high 22 top-fives and 28 top-10s. For the fourth year in a row, Busch found himself vying for a championship at the season-ending race at Homestead, where he finished fourth. It was Busch's posted his fifth top-five finish in the Cup Series standings in six seasons and fourth consecutive trip to the Championship 4. In addition to scoring his 50th career Cup Series win at Richmond in September of that year, Busch's win in the Coca-Cola 600 in May at Charlotte made him the first driver in NASCAR history to win at every single track on the Cup Series schedule.

In 2020, Busch plans to complement his full-time Cup Series schedule with five Xfinity Series races for JGR and continue his ownership of KBM with three full-time Truck Series teams, for which he will drive five times.

While he is known for his aggressive nature behind the wheel of a racecar, Busch has a strong charitable drive. He formed the Kyle Busch Foundation near the start of his racing career. In recent years under the Kyle Busch Foundation umbrella, Busch and his wife Samantha started the "Kyle and Samantha Busch Bundle of Joy Fund," which benefits in-need families struggling with infertility. The Kyle Busch Foundation's donations are intended to help offset costs associated with infertility treatment through the REACH Clinic of Charlotte.

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