



## TAYLER MALSAM: Driver Biography

**Birthdate:** Feb. 14, 1989  
**Birthplace:** Sammamish, Wash.  
**Hometown:** Seattle  
**Residence:** Mooresville, N.C.  
**Marital Status:** Single

Driving for high-profile team owners is quickly becoming old hat for young racer Tayler Malsam, who in 2010 takes the reins of the No. 56 Toyota Tundra for Kyle Busch Motorsports (KBM) in the NASCAR Camping World Truck Series.

Just two seasons removed from when he was a development driver for none other than Roger Penske in the ARCA/REMAX Series, and coming off his first full Truck Series season driving for New England Patriots star wide receiver Randy Moss, Malsam found a home with the talented, young Busch with hopes of helping the first-year Truck Series outfit chase after its first championship right out of the box.

It may seem like a tall order for a 20-year-old with just 26 Truck Series races on his resume entering the 2010 campaign, but Malsam gained the confidence in his talent and feels he has the equipment necessary to make noise on the hotly competitive circuit week in and week out, particularly under the wing of a competitor as fierce as Busch, the defending NASCAR Nationwide Series champion, and KBM Director of Competition Rick Ren, who has proven his ability to win championships after guiding Ron Hornaday to the 2007 and 2009 Truck Series titles while at Kevin Harvick, Inc.

“In a lot of ways, it’s a little intimidating for a young guy like me to work for a guy like Kyle Busch, who has already done so much in his career,” said Malsam, who hails from the Seattle suburb of Sammamish, Wash. “But we have a lot of the same characteristics in the way we drive, and off the track, as well, so I think it’s a very nice fit. And to work for Rick Ren, he’s been successful wherever he’s been. To drive for guys who have won championships is just awesome. It’s safe to say I signed up for one of the best years of my life when I got this job.”

Malsam proved to be a quick study in figuring out the ins and outs of Truck Series racing in 2009, recording a fifth-place finish at Iowa Speedway in Newton among his 10 top-10 finishes in his 25 outings for Randy Moss.

“It was definitely a huge learning experience. I learned more than I ever have in my whole life,” Malsam said. “Working for crew chief Doug Wolcott, who has worked with rookies his whole career, I learned so much about what to do off the track and on the track and I gained a lot of confidence. The Truck Series can beat you down so quickly with guys like Hornaday blowing by you like you’re standing still. By the end of the year, I learned a whole lot about aero and tires. I learned a lot that definitely works in my favor for 2010 at KBM.”

While the 2009 season set Malsam on a course to further pursue his racing career in the Truck Series ranks, he was oh-so-close to giving up on stock car racing altogether and heading back to his open-wheel roots in Sprint cars.

After enjoying modest success in 2008 as a Penske development driver in the ARCA/REMAX Series, Malsam hoped to graduate to NASCAR and was on the verge of signing a full-season Truck Series deal for 2009 with Bill Davis Racing before it fell through.

“I was in a weird state of mind after experiencing so many ups and downs in the ARCA Series,” Malsam said. “We were all ready to go with Bill Davis for the whole season and then the whole thing fell through. I told my dad that we might be better off heading back to Sprint cars, where we could probably run five seasons on what it would take to run one Truck Series season. But he said to give it one more try, and along came the Randy Moss deal and it turned out to be a good thing.”

Despite the ups and downs in ARCA, where Malsam showed flashes of brilliance that included third-place finishes at Pocono (Pa.) Raceway and the road course at New Jersey Motorsports Park in Millville, it was a tremendous learning experience that prepared the young driver for his eventual step up the NASCAR ladder.

“The biggest thing about the Penske organization is that hard work is No. 1,” Malsam said. “You learn quickly that whatever you put into it is what you’re going to get out of it. It’s like when they go testing. They’re hard at it from 6 in the morning to 6 at night. It’s crazy how hard they work. While you’re in the middle of it, it can seem a little ridiculous. But at the end of the day, you realize what it’s all about and you know why they’re so successful at everything they do.

“It was a great experience all the way around. I had a great team owner in Kerry Scherer, and Bob Perona was my driving coach, and it went very, very well. It definitely helped me do the things I was able to do in the Truck Series last year.”

Fully committed to his second consecutive season in the Truck Series, Malsam is thankful things ended up the way they did, and he’s especially thankful for the chance to drive for Busch, a driver who he feels most comfortable modeling his style after.

“I guess racing is about the only thing I really like to do, and I know Kyle is that way,” Malsam said. “I’ve always loved sports, in general, but never played anything more than just recreationally. Racing turned out to be something I was actually good at. It was always fun for me, so I pursued it. I bounced back and forth between a lot of different styles of racing – shifter karts, Sprint cars, Formula TR cars, which are like Indy Lights cars made for road racing – always looking to maximize the fun factor.

“There’s a lot of work to be done for us to do what we set out for ourselves in 2010, but it’s what I love to do – and it’s fun work.”

**-TSC-**