



TONY GIBSON: Crew Chief, No. 41 Ford Fusion

Birthdate: Nov. 3, 1964
Birthplace: Daytona Beach, Florida
Hometown: Daytona Beach, Florida
Residence: Concord, North Carolina
Spouse: Beth
Children: Laine
Education: Daytona Beach Community College (Tool and Die Making)

While crew chief in the Monster Energy NASCAR Cup Series is his title, Tony Gibson prefers to simply be called a racer.

Gibson calls the shots for driver Kurt Busch and the No. 41 Haas Automation/Monster Energy team at Stewart-Haas Racing (SHR). While making the right strategy calls during a race is very much a part of his role, Gibson takes a hands-on approach to his job.

“My dad always told me that you don’t ever want to get yourself detached from the racecar,” Gibson said. “You need to know what you have, what you’ve got and what you’re working on at all times. I guess that has just stuck with me.”

Gibson learned from his father Bo at the family’s race shop in Daytona Beach, Florida. It was those valuable lessons instilled by his father that helped shape Gibson’s career.

From the SHR facility in Kannapolis, North Carolina, to each of the 23 tracks the Monster Energy NASCAR Cup Series visits, Gibson oversees every aspect of the team’s fleet of Ford Fusions. He takes great pride in working with his cars – from bare chassis, to hanging the car’s body, to painting and decaling the car, to setting up the car for each track – and he is with his racecars every step of the way.

“When you’re with that car from when it’s nothing but a bare chassis to when it comes off the setup plate and is loaded for the track – when you put that whole package together – you are so proud when you go out to the track and it runs well,” Gibson said. “That’s the part of racing that really means a lot to me.”

Gibson’s passion for racing was instilled at an early age. Racing was the family business and that was all he ever knew from the time he was a baby. Gibson was on hand for one of his dad’s team’s numerous wins at Volusia Speedway Park near Barberville, Florida when he was just 6 weeks old.

“My dad’s car won the race one night,” Gibson said. “My mom and grandmother and grandfather were in the grandstand, and they got so excited they took off running down the bleachers to get their picture taken in victory lane on the frontstretch. They got down there and my mom realized that she left me up there in my car seat on the bleachers. It’s a pretty funny story. My first racing experience was being left in the bleachers when I was a baby.”

Gibson worked on his dad’s and brother’s cars as they raced at local short tracks around Central Florida, and he worked side-by-side with his dad to help his brother Mark win the 1978 track title at New Smyrna (Fla.) Speedway. Gibson continued to work on his family’s cars until he finished school and, upon graduating from Daytona Beach Community College with a degree as a tool and die maker, moved to North Carolina to further his racing career in NASCAR.

Throughout the 1980s Gibson was a jack of all trades and hung bodies on cars while he worked with various NASCAR Xfinity and NASCAR Cup Series teams. While toiling as a body hanger, Gibson met and struck up a friendship with the late Alan Kulwicki, a driver and owner in the NASCAR Cup Series who was renting a portion of the shop in which Gibson worked. Gibson joined Kulwicki’s team in 1986 as a mechanic.

The small team was considered an underdog each time it went to the racetrack, and it thrived on the challenge of competing against the bigger teams with more money. Against all odds, Kulwicki’s team won the 1992 NASCAR Cup Series championship with Gibson serving as car chief.

Following Kulwicki’s tragic death in a plane crash in April 1993, Gibson continued to work with the team while Jimmy Hensley and Tommy Kendall split driving duties. The team was eventually sold to Geoff Bodine and Gibson stayed with the organization until the end of 1994.

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Gibson spent the 1995 season as crew chief for driver-owner Bill Elliott and led the team to two poles, 11 top-10 finishes and an eighth-place result in the season-ending point standings. He then left NASCAR to work for his brother Mark and his race team before returning to NASCAR in a big way.

In 1999, Gibson joined Hendrick Motorsports as car chief for the powerhouse No. 24 team and driver Jeff Gordon. The team won 16 races in three years and clinched 2001 NASCAR Cup Series championship.

During the 2002 season, Gibson moved to Dale Earnhardt Inc., where he served in various roles. He worked as the crew chief for Steve Park and later Michael Waltrip before moving into the car chief position with Dale Earnhardt Jr. in 2005. Later, in his car chief role with Earnhardt, Gibson was selected for crew chief duties during two separate six-race stints in 2007.

In 2008, Gibson became crew chief for Dale Earnhardt Inc.'s No. 8 team, which was driven by veteran Mark Martin for 24 races and rookie Aric Almirola for the other 12. Gibson led the team to four top-five finishes and 12 top-10s.

Gibson came to SHR in 2009 to serve as the crew chief for Ryan Newman.

The duo earned berths in the Chase for the NASCAR Cup in 2009 and 2011 and scored victories in April 2010 at Phoenix International Raceway, July 2011 at New Hampshire Motor Speedway in Loudon and April 2012 at Martinsville (Va.) Speedway. The team also earned five poles, 22 top-fives and 58 top-10s through the latter portion of the 2012 season, whereupon Gibson and his crew moved for the final two races to SHR's newly formed No. 10 team and driver Danica Patrick as a warm-up for Patrick's first full NASCAR Cup Series season in 2013.

Gibson, Patrick and the No. 10 team started 2013 red hot. With a racecar honed in the wind tunnel by Gibson, Patrick became the first woman to win a NASCAR Cup Series pole when she set the fastest time in qualifying for the 55th Daytona 500. She finished eighth in the "Great American Race" – the highest finishing position ever for a woman in the Daytona 500.

Patrick ended her rookie year 27th in points and second in the Rookie of the Year standings. She became the first woman to compete in the full 36-race NASCAR Cup Series schedule.

Gibson and Patrick scored three top-10 finishes in 33 races together in 2014 before a team swap between the crews of the Nos. 10 and 41 teams sent Gibson and his crew to work with Busch for the final three races of the season. Together, they scored finishes of eighth, seventh and 11th in those races and also qualified on the outside of the front row at Homestead. The strong runs allowed Busch to gain two positions in the championship standings to finish the year 12th in points.

The strong end to the 2014 season carried over to 2015 with the No. 41 team winning twice and earning three pole positions, 10 top-fives and 21 top-10s. The No. 41 team made the Chase for the second consecutive year and finished the season eighth in points.

The 2016 season nearly mirrored that of their 2015 season. With Gibson at the helm, the No. 41 team earned a victory at Pocono (Pa.) Raceway in June, a pair of pole positions, nine top-fives and 21 top-10s. The No. 41 team again made the Chase and finished the season seventh in points.

Gibson resides in Concord, North Carolina with his wife Beth and daughter Laine.

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