

QUICK FACTS

Steve Torrence

Driver, CAPCO Contractors / RIO Ammunition Top Fuel dragster
National Hot Rod Association – Top Fuel Class

Hometown: Kilgore, Texas

Height: 5-foot-7 inches

Born: 4/17/1983

Weight: 150 pounds

Marital Status: Single

Education: Kilgore College 2003 (Associate Degree)

Racecar: 2016 Brad Hadman Top Fuel dragster

Team Owner: Torrence Family

Crew Chief: Richard Hogan

First Pro Start: 2006 (Richmond, Va.)

First Pro Win: 2012 (Atlanta, Ga.)

Career wins: 18 (11 in Sportsman Categories)

Career-best elapsed time: 3.671 seconds 2016 Sonoma, California

Career-best mph: 329.99 mph 2015 Pomona, California

CAREER HIGHLIGHTS

- 2015: Raced to victory at Denver; Raced to two runner-up finishes; Qualified for the Countdown playoffs for a fifth consecutive season
- 2014: Raced to runner-up finish at the Chevrolet Performance U.S. Nationals for the second consecutive season; earned one No. 1 qualifying position; qualified for the Countdown playoffs for a fourth consecutive season
- 2013: Earned one race victory and one No. 1 qualifying position; Qualified for the Countdown playoffs for a third consecutive season
- 2012: Raced to three victories in five final rounds; earned two No. 1 qualifying positions; qualified for the Countdown playoffs for the second time; qualified for all 23 events
- 2011 Started family-owned Top Fuel team
- 2010 Finished eighth in Top Fuel in first Full Throttle Series season
- 2005 Won NHRA Top Alcohol Dragster national championship & U.S. Nationals
- 1998 Began his racing career at age 15 driving in Super Comp

INTERESTING FACTS

- Raced with his dad Billy in the Top Fuel class
- Won nine times in 11 final rounds in only 13 races when he won the 2005 TAD National championship
- Was diagnosed with Hodgkins lymphoma in 2000, overcame the disease. Considers that his most important victory
- Defeated Cory McClenathan at Las Vegas2 in 2006 for his first Top Fuel round win
- During the winter, he can be found hunting in Southern Texas and Colorado

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For more information, Contact: Dave Densmore - denswood@aol.com / (214) 244-0008

BIOGRAPHY

Steve Torrence

Driver, CAPCO Contractors Top Fuel dragster
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At the age of 15, Steve Torrence was driving a 160 mph racecar before most of his friends could even drive down a city street. A strong desire to follow in his father's footsteps motivated Steve to do well in drag racing, a sport that would play a key role in the rest of his life.

Steve's first year of racing went well, finishing 7th in regional competition. Steve's natural talent behind the wheel didn't go unnoticed as he was named the 1999 South Central Division Rookie-of-the-Year.

A bright and promising future in racing had to be put on hold in 2000 however, after Steve was diagnosed with Hodgkin's lymphoma (a form of cancer most commonly found in males age 17-25). After months in the hospital, receiving both chemotherapy and radiation treatments, Steve was able to overcome the disease. Steve considers it "The greatest victory I have ever won."

Steve returned to drag racing the following year, and raced in the amateur division until moving up to the semi-professional category in 2005. Success would once again come quickly for Steve, winning a staggering nine times in only 13 races. The stellar season earned Steve his first world championship, becoming the youngest Lucas Oil Top Alcohol Dragster World Champion in class history. He was also named the South Central Division Driver-of-the-Year.

At the age of 22, and with a world title under his belt, it was time for Steve to move into the professional ranks. In 2006 Steve got his chance, driving Dexter Tuttle's Top Fuel dragster (arguably the most prestigious category in drag racing). Torrence and Tuttle enjoyed increasing success year after year, with 2010 marking the highpoint as Steve earned his first professional top-ten finish (placing 8th in the final points standings).

In 2011, Steve made the difficult decision to leave Tuttle Motorsports in order to pursue a lifelong goal of starting a family owned Top Fuel team. Torrence Racing is the realization of that dream.

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BIOGRAPHY

Richard Hogan

Driver, CAPCO Contractors Top Fuel dragster
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When Steve Torrence needed someone to guide the future of the Torrence family's new Top Fuel dragster team, he chose veteran crew chief Richard Hogan.

Hogan, like Torrence, grew up in a drag racing family and plans to use the mechanical expertise he has gleaned from a number of savvy drivers and crew chiefs over the past 30 years to field a competitive race car in NHRA's Full Throttle Series.

"I was always around racing," said Hogan, who grew up in St. Petersburg, Fla. "My dad probably started racing in the early 1950s. I've known (drag racing icon) Don Garlits since I was a kid, and I ended up going to work for him as a crew member in the early 1980s.

"We ran very well in those early years with Garlits. I learned a lot from him. I didn't go to races all the time, but I went to a big percentage of them."

Hogan was at the forefront of the team's genesis, ordering everything from parts, pieces, nuts and bolts to tires and tools, and then waited patiently for the merchandise to arrive.

"This wasn't the first time I did this," he recalled. "I worked at Don Schumacher racing and we put a car together for Melanie Troxel in 2005, but we were able to do it quickly because it was for a multi-car team and the parts were readily available. We just don't have those resources being a one-car team.

"Over the years, I have met a lot of real good drivers and tuners, and I just picked up (the knowledge) as I went."

Those included Garlits, Dale Armstrong, Alan Johnson, John Mitchell, Jim Brissett, Larry Frazier, Bob Noice, Terry Major, Wes Cerny and Walt Austin.

"Some of those guys you just don't hear about, but they were all really sharp.

"In the old days, we said 'well, we'll just put some more nitro (methane fuel) in it and make it run. Now you really have to pay more attention to be competitive."

Hogan's goal for the four races the team will run – at Dallas, Phoenix, Las Vegas and Pomona, Calif. – this year is "to run good enough to be respectable."

"When you start from scratch, you really don't know where it is going to go," he added. "It just takes time to get everything going in the right direction."

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Specifications

Top Fuel Dragster

Chassis

Chassis / body:	2016 Brad Hadman / Carbon Fiber Panels
Weight:	2320 lbs. with driver
Wheelbase:	300 inches
Fuel Capacity:	15 gallons

Engine

Displacement:	500 cubic inches
Horsepower:	10,000 horsepower (estimated)
Torque:	4,500 to 6,500 (estimated)
Fuel Pump Flow:	95 gallons per minute
Oil:	Red Line
Fuel:	Nitromethane

Drive Train

Gear Ratio:	3.20
Clutch:	pneumatically controlled, multi-disc centrifugal
Wheels:	Weld Racing Wheels

Safety Equipment

Firesuit / Parachutes / Belts:	Stand 21 / Simpson / Simpson
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Support Equipment

Tools	MAC Tools
Preferred Equipment Supplier	Industrial Distribution Group
Crew Gear:	Outer Circle Uniforms

Performance (1000 ft.)

Top Speed:	320 mph
Average E.T.	3.85 seconds
Speed at Half Track:	280 mph
Zero to 60 mph:	0.5 seconds
Zero to 100 mph:	0.8 seconds
Zero to 200 mph:	2.5 seconds
Gallons of Fuel Burned Per Run:	13
Maximum G-Force:	5.5 to 6 g's (equal to a space shuttle launch)
Cost of Race Ready Vehicle:	\$350,000
Cost Per Run:	\$18,500

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