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 LOWROD

THE HUNTRESS



Alisa's Colorado Caprice has that woman's





touch, but that doesn't mean that it's any less lethal.

For Alisa and Eddie Potestio, customizing cars is an ongoing activity. He owns Eddie's Rods and Customs, and she works for the state employee credit union in their hometown of Pueblo West, Colorado. While the couple has owned more than 10 customs, the car that you see here is Alisa's first personal cruiser.

Since they build cars for SEMA booths, and a "crowd pleaser" car was due for the Bonded Logic insulation booth in 2002, the Potestios decided to build her car for the booth, imposing a tight eight-month deadline. Once Alisa decided on a '66 Chevy Caprice, the search was on and they found one locally, but in poor condition, for \$2,000 that became "The Huntress." Although it's a woman's prerogative to

TEXT AND PHOTOS BY MARY WEIKERT

change her mind, Alisa knew exactly what she wanted. She even had a concept drawing to work from. The couple values both performance and looks so you'll find customizations in both areas. Simply put, low and slow is great, but low and fast is good, too.

And fast it is. Eddie says that The Huntress can "run the highway all day at 75 miles per hour at 2500 rpms." Alisa and Eddie say that building the car was almost as much fun as driving it, because they worked with people and product that they have come to respect. When asked how much the project cost, Alisa is quick to answer, "Too much!" She quickly adds, however, "But, hey, it's my car." ☺

THE HUNTRESS

TECH SPECS

The Huntress

OWNER: Alisa Potestio

VEHICLE: '66 Chevrolet Caprice

CITY/STATE: Pueblo West, Colorado

CLUB: Goodguys

ENGINE/DRIVETRAIN: An '86 Chevy 350-c.i.d. engine with polished aluminum tuned port injection system was rebuilt by Roger Pfannenschmid of Performance Associates in Pueblo, and hooked up to a dual 2½-inch Magnaflow stainless steel exhaust. Darren at Automasters in Pueblo rebuilt the Chevy Turbo 400 transmission.

BODY/PAINT: Al Thurman of Thurman's Auto Body in Pueblo shaved the small exterior chrome pieces, molded the cowl and filled the roof vents. Randy at D&S Paint Center in Pueblo custom mixed the "Huntress orange" PPG paint, before Al did the spraying. The headlights were recessed 3 inches to accommodate a custom one-off phantom billet grille made by Carriage Works in Grandview, Missouri. The couple added new fender trim and rocker molding from a '68 Chevy Impala.

INTERIOR: The elegant interior is covered with a mix of chamois and wheat Optima ultra-leather and perforated ultra-suede. The seats, upholstery and carpet are from Interior Supply & Surfaces in Fort Worth, Texas. Palomino wool carpet edged in ultra-leather graces the floor. Orange neon is installed behind the rear seats. The trunk is upholstered to match. The custom center console houses an analog clock and a digital readout for easy monitoring of all four corners of the air ride. The original shifter rests in a brushed aluminum shifter panel. Colorado Custom in Fort Collins, Colorado, provided the steering wheel that tops off the dash where you'll find billet AC vents and custom gauges.

SOUND SYSTEM: The audio install includes a Pioneer XFM compatible in-dash CD head unit, two 6x9 Infinity speakers in the rear deck, and two 6.5-inch speakers molded in the kick panels. Two 8-inch Kicker Solobaric subs are molded in leather covered fiberglass in the trunk flanked by two 600-watt amps painted to match the car.

SUSPENSION: The Huntress sports a full airbag system with custom four-corner solenoids called the Ride-Pro system from Air Ride Technologies in Jasper, Indiana. The system can lower the car within 2 inches off of the ground and she can go up, down, side to side, and front to back.

TIRES: P245/45-R17 (front) and P255/60-R17 (rear) BFGoodrich

WHEELS: 17x8 Colorado Custom slotted slater

