



Early Sunday morning, the P4/5 Competizione was back up to speed on the graffiti-covered 16.2-mile Nürburgring race circuit.

# ENTHUSIAST EXTRAORDINAIRE

*Jim Glickenhaus is the ultimate car guy*

BY ROGER GARBOW

Referring to Jim Glickenhaus as an auto collector would be accurate but wholly inadequate, something akin to calling Walt Disney just a filmmaker. Glickenhaus is a visionary, a dreamer and most of all, a serious enthusiast. Take a tour of Jim's spacious and spotless Westchester shop and you begin to get an idea of what makes him tick.

The facility – in a quiet residential area – looks more like a sculpture gallery than a garage. The walls are hung with sensuous car bodies. The floors are polished to a high luster. And the cars themselves are simply spectacular. They include the 1967 Daytona 24-Hour-winning Ferrari P3/4, a massive Duesenberg J446, a Stutz DV-32, a Ford GT40 Mark IV J6 long-tail, and a 1947 Ferrari 166 Spyder Corsa.

Jim's latest acquisition is Steve McQueen's legendary Baja Boot off-road racer – a fire breathing V-8-powered beast that won the Baja 500. Jim's daily driver and station car? A limited-production Alfa-Romeo 8C Competizione – the first one sold in North America. Unlike most collectors, Jim actually drives all of his cars. Even the racers have license plates.



After the checkered flag fell at the Nürburgring, the Stars and Stripes flew. From left, Veronica, Meg, Jesse and Jim Glickenhaus alongside trusted friend and mechanic Salvatore Barone.

Jim's most famous car, and the one that made him a worldwide automotive star, is the Ferrari P4/5. Inspired by his beautiful P3/4, Jim wondered what a modern version would look like – as if Ferrari had continued to produce the car over the ensuing four decades. So in 2005, he commissioned Ferrari design house Pininfarina to build a one-off body on the chassis of Ferrari's greatest supercar to date – the Enzo. A year later,

the Ferrari P4/5 debuted at Pebble Beach on the world's biggest collector car stage. The car was an instant global sensation.

Following in the true spirit of the P3, Jim decided to take his creation racing. But the P4/5 was too wide for international GT competition, so he needed to build a completely new car. Thus, the P4/5 Competizione was conceived. The team was led by Paolo Garella, formerly the special projects director at Pininfarina,

where he worked on the original P4/5. The race car was built on a Ferrari 430 Scuderia chassis with bodywork closely matching the street P4/5, using lightweight carbon fiber body panels. When Jim first set eyes on the Competizione in unpainted carbon fiber, he decided to keep it that way. The black woven panels make the car appear sinister – like a futuristic Batmobile.

While the P4/5C was built to GT racing specs, it was not eligible to race in most sanctioned events, because it was not based on a production or "homologated" vehicle. Therefore, after the P4/5C was completed this spring, Jim entered it into the experimental class in the Nürburgring 24.

The N24 is a grueling round-the-clock race for GT cars, featuring 250 entries in 15 classes on the famed German racing circuit. At 16.2 miles, it is the world's longest and toughest racetrack. Just finishing the race is considered to be a major accomplishment. And the P4/5C would be going up against factory teams with huge resources.

But this was not a solo journey for Jim – his day job as a partner in Glickenhaus and Co., the legendary investment firm, gives him the freedom to follow his passion – his family is right there by his



The Scuderia Cameron Glickenhaus team works feverishly on repairs to the damaged P4/5 Competizione to get the racer back on track.



The stunning red Ferrari P4/5 sits in Jim Glickenhaus' spotless shop alongside the yellow Ford GT40 Mark IV J6 long-tail.



side. The racing team is named “Scuderia Cameron Glickenhaus,” in honor of Jim’s wife, Meg Cameron. Meg’s a real enthusiast, too: She even has her own V8-powered, custom-built street rod parked in the garage. Jim and Meg’s two children, Jesse, 29, and Veronica, 23, are also part of the team, sharing the ups and downs of racing. Jesse handles most of the photography and was trudging through the Nürburgring mud to get “the shot.”

The actual event, held at the end of June, was like a combination of Formula 1, Nascar, Oktoberfest, and Woodstock, with a little Cirque de Soleil thrown in for color. Some 250,000 fans set up camp days in advance of the race. With beer — lots of it. But, these fans were knowledgeable, lining the fences for the whole race, rooting for their favorites and enjoying every minute of the drama unfolding.

The P4/5 C qualified well, in 36th overall. Considering the lack of testing

and development time leading up to the race with an all-new car, this was very respectable. The driver lineup was impressive, too — three Italians, including Ferrari’s former F1 test driver Nicola Larini, and Finnish F1 legend Mika Salo. Larini took the opening stint and moved the car up to 29th. The drivers cycled through the car, and each was impressed with the performance.

Unfortunately, as happens in endurance racing, contact from another competitor forced considerable repairs in the garage. The crew worked tirelessly during the night and got the carbon fiber beauty back on track. By this point, the P4/5 C had dropped out of the top 100, so the drivers had considerable work to do. But they battled back to an impressive 39th finish overall (2nd in class), at which point Glickenhaus was given a standing ovation, not just by his team, but the surrounding crews as well.

It was truly a dream come true. 🍷