On the track, the McLaren and Williams teams dominated the 1980s and 1990s. Brabham were also being competitive during the early part of the 1980s, winning two Drivers' Championships with Nelson Piquet. Powered by Porsche, Honda, and Mercedes-Benz, McLaren won sixteen championships (seven constructors' and nine drivers') in that period, while Williams used engines from Ford, Honda, and Renault to also win sixteen titles (nine constructors' and seven drivers'). The rivalry between racers Ayrton Senna and Alain Prost became F1's central focus during 1988 and continued until Prost retired at the end of 1993. Senna died at the 1994 San Marino Grand Prix after crashing into a wall on the exit of the notorious curve Tamburello. The FIA worked to improve the sport's safety standards since that weekend, during which Roland Ratzenberger also died in an accident during Saturday qualifying. No driver died of injuries sustained on the track at the wheel of a Formula One car for 20 years until the 2014 Japanese Grand Prix, where Jules Bianchi collided with a recovery vehicle after aquaplaning off the circuit, dying nine months later from his injuries. Since 1994, three track marshals have died, one at the 2000 Italian Grand Prix,[31] the second at the 2001 Australian Grand Prix[31] and the third at the 2013 Canadian Grand Prix.