

= Maurício Gugelmin =

Maurício Gugelmin (born April 20 , 1963 in Joinville) is a former racing driver from Brazil . He took part in both Formula One and the Champ Car World Series . He participated in 80 Formula One grands prix , debuting in 1988 for the March team . He achieved one top @-@ three finish and scored a total of ten championship points in the series . He competed in the Champ Car series between 1993 and 2001 , starting 147 races . He won one race , in 1997 in Vancouver , finishing fourth in the championship that year . His best result in the Indianapolis 500 was in 1995 where he started and finished in sixth position , leading 59 laps . For a period , he held the world speed record for a closed race track , set at California Speedway in 1997 at a speed of 240 @.@ 942 mph (387 @.@ 759 km / h) . Gugelmin retired at the end of 2001 after a year that included the death of his son .

= = Personal and early life = =

Gugelmin was born in Joinville , Brazil on April 20 , 1963 into a wealthy family . His father is a timber merchant and a collector of antique cars . Gugelmin is married to Stella Maris and they have two sons , Bernardo and Gabriel . Their third son , Giuliano , who was Bernardo 's twin , died from cerebral palsy in April 2001 at the age of six .

= = Career = =

= = = Pre @-@ Formula One = = =

Gugelmin started racing go @-@ karts as a child in Brazil in 1971 , winning his local championship nine years in a row from 1971 to 1979 . He progressed to the Brazilian national championship in 1980 , which he also won . He progressed to single @-@ seater racing cars in 1981 , when he won the Brazilian Formula Fiat Championship .

In 1982 Gugelmin , like many Brazilian drivers of his generation , moved to the United Kingdom to further his racing career . He was a longtime friend of future Formula One world champion Ayrton Senna , who was already racing in the UK , and the two shared a house from 1982 to 1987 . Senna , having previously been a Formula Ford driver with the Van Diemen team , used his influence within the organisation to secure Gugelmin a race seat with them for 1982 . By the end of the year , Gugelmin was British Formula Ford 1600 cc champion . He followed this up by finishing as runner @-@ up in the British Formula Ford 2000 cc series the following year . He moved to the European Formula Ford series in 1984 , and won the title at his first attempt . A step up to Formula Three followed in 1985 with West Surrey Racing , winning the British championship and the prestigious Macau Grand Prix . Gugelmin then spent two years in Formula 3000 , the final step before Formula One . Gugelmin took one victory in Formula 3000 , at Silverstone in 1986 while driving for the Ralt factory team .

= = = Formula One = = =

Related Articles : March Engineering , Leyton House Racing , Jordan Grand Prix

Gugelmin entered Formula One , the highest category of circuit racing defined by the Fédération Internationale de l'Automobile (FIA) , motorsport 's world governing body , with the March team in 1988 , as team @-@ mate to Ivan Capelli . He had previously been in contention for a drive with Lotus in 1986 but was overlooked in favour of Johnny Dumfries . The season started badly as Gugelmin suffered five retirements from the first six races due to mechanical failure , but soon afterwards he took his first points scoring finish with fourth place at the British Grand Prix . Gugelmin scored points in one other race with fifth place at the Hungarian Grand Prix . He finished the season as the highest @-@ scoring newcomer in the Formula One World Championship , ending the year

in 13th position overall .

1989 was barren for the March team , and Gugelmin took their only points scoring finish of the year at the Brazilian Grand Prix . He finished in third position ; an excellent result given that March were financially troubled . At the French Grand Prix , Gugelmin was involved in a large accident at the start of the race which resulted in a spectacular barrel roll . A photograph of the accident was later selected for a London Exhibition as one of Formula One 's most striking photographs . The race was stopped as a result ; Gugelmin took the restart from the pit lane and set the race 's fastest lap , the only one of his F1 career .

In 1990 the March team was sold , and became known as Leyton House . Gugelmin was once again partnered by Capelli , but the team 's CG901 chassis proved troublesome and between them they failed to qualify six times , including at the Mexican Grand Prix . However , at the next race , the French Grand Prix , modifications had been made to the car which improved the performance . Running the whole race without changing their tyres , Capelli and Gugelmin ran first and second during the race . Gugelmin retired mid @-@ race with engine problems and Capelli was passed by Alain Prost for the lead late in the race . Gugelmin also scored a point for finishing sixth in Belgium .

1991 saw internal turmoil at the team with several key staff leaving . The car lacked pace and both Gugelmin and Capelli struggled ; the team scored just one point all season . Gugelmin 's best result amounted to three seventh @-@ place finishes , although he retired from eight of the season 's sixteen races . In September , the team 's principal , Akira Akagi , was arrested on suspicion of fraud . Money was tight and Gugelmin made the decision to leave the team at the end of the year . A switch to the Jordan team for 1992 did not improve Gugelmin 's fortunes . The team struggled with financial difficulties and scored only one point all year . The team 's Yamaha engine suffered from a lack of power , and the car was unreliable . Gugelmin failed to finish eleven out of the sixteen races , and scored no points .

== = Champ Car == =

Related Articles : Chip Ganassi Racing , PacWest Racing

Gugelmin signed with Dick Simon Racing to take part in the North American Champ Car racing series for the last three races of 1993 . Although races at Mid Ohio and Nazareth resulted in non @-@ finishes , Gugelmin finished 13th at Laguna Seca although this was not high enough to receive any points . Despite this , Gugelmin demonstrated promise . In 1994 , Gugelmin signed with Chip Ganassi Racing to partner Michael Andretti who returned to the series after a season in Formula One . Andretti was more successful than Gugelmin , and took two wins , including Reynard 's first win in Champ Car at Surfers Paradise . Gugelmin was hindered by a lack of cooperation between his and Andretti 's crews , and his first full @-@ time year in the Champ Car World Series resulted in seven points finishes and 16th in the points standings .

1995 started promisingly as Gugelmin finished as runner @-@ up to Jacques Villeneuve in the opening round at Miami . He had a strong race at the Indianapolis 500 , finishing in sixth place after leading the most laps of all the drivers . Eight additional points finishes , including a third place at the final round at Laguna Seca , meant he finished tenth in the final points standings , nine places ahead of experienced team mate and former series champion Danny Sullivan .

For 1996 , Gugelmin was partnered at PacWest by the British driver , Mark Blundell . He established a reputation for being quick at superspeedway tracks after taking a second and a third place at the two events at Michigan International Speedway . On top of this he took four other points finishes , finishing mid @-@ table in 14th place . For 1997 , the PacWest team switched to using Firestone tyres and Mercedes @-@ Benz engines . The package was competitive throughout the year and Gugelmin and Blundell finished fourth and sixth in the championship respectively . Gugelmin 's notable races of the year include the Detroit Indy Grand Prix , where Gugelmin was leading the race on the last lap when he ran out of fuel , and the Molson Indy Vancouver , where Gugelmin won his first Champ Car race . One of the most popular men in the championship , virtually the entire pit @-@ lane was full of happiness for him . In qualifying for the final race of the season at the California Speedway , Gugelmin set a world record for the fastest ever lap of a closed

race track at 240 @. @ 942 mph (387 @. @ 759 km / h) . This record stood until the year 2000 when Gil de Ferran surpassed it with a lap of 241 @. @ 428 mph (388 @. @ 541 km / h) , also at California Speedway . Gugelmin went on to finish the race in fourth place .

1998 proved not to be as successful . Setbacks plagued the team and they struggled to get to grips with the new chassis . Gugelmin showed determination , and scored nine points @-@ scoring finishes . A highlight was Gugelmin leading 40 laps during the final event at California Speedway , en route to fifth place . Gugelmin was unable to reproduce his race @-@ winning form , and finished no higher than 15th position in the final standings over the next three years . In 2000 , Gugelmin was named as the chairman of the Championship Drivers Association , the organisation set up to represent the interests of the drivers in the Champ Car World Series .

2001 proved to be a difficult year for Gugelmin . During the practice session for the race at Texas Motor Speedway , he crashed after he lost control in the second turn and hit the wall with a force of 66 @. @ 2 g , before a second impact with the wall which exerted a force of 113 @. @ 1 g . The event was eventually called off after drivers complained of dizziness , nausea and blurred vision , which were caused by the high g @-@ forces experienced when driving at speed on the track . During the week before the race at Nazareth Speedway , Gugelmin 's son , Giuliano , died from respiratory complications . Giuliano was quadriplegic and a lifelong sufferer from cerebral palsy owing to complications at birth . The PacWest team announced that Gugelmin would not be taking part in the race . Gugelmin 's team mate at PacWest , Scott Dixon , won the race beating Kenny Bräck into second place . At the end of 2001 , Gugelmin decided to retire from the sport , stating " I definitely want to spend more time with my family . After those two big accidents , and Alex [Zanardi] ' s deal in Germany , I said , ' That 's it . Forget it . ' " Zanardi lost both legs in a crash during a Champ Car race at the Lausitzring in Germany in September 2001 .

= = Post @-@ Champ Car = =

In 2003 Gugelmin was announced as a competitor by the organizers of the new Renault Megane Super Cup in his native Brazil . However , the series didn 't launch and since then Gugelmin has made no competitive appearances in motorsport . Following his retirement , Gugelmin put his Florida mansion in Coral Gables up for sale for \$ 17 million , and moved back to live in Brazil full @-@ time . He runs the family business along with his brother , Alceu , and has also done consultancy work for Mercedes @-@ Benz subsidiary AMG . Both his surviving sons compete in go @-@ kart events .

= = Motorsports career results = =

= = = Complete International Formula 3000 results = = =

(key) (Races in bold indicate pole position ; races in italics indicate fastest lap .)

= = = Complete Formula One results = = =

(key) (Races in bold indicate pole position)

= = = American Open @-@ Wheel = = =

(key) (Races in bold indicate pole position)

= = = = CART = = = =