

TGP1:

Season 1: In a season dominated by Ben Milden – of which he won 13 races – he would finish an incredible 167 points clear of closest challenger Kenny. Dan had appeared to be a bigger threat to the ultimate winner; however, he would finish only sixth overall having pulled out early on due to his frustration of the league rules. Hambone narrowly edged Dom to third place, with Jack in fifth, a further seven points behind. There would be four different race winners – Ben, Dan, Kenny and Jacko – with Matt impressing towards the end of the campaign, claiming multiple pole positions. Of the 20 drivers, Stee would be the only driver not to score a point all season.

Season 2: With Dan taking part in the entire season, we were treated to a championship that would go down to the wire. At the Abu Dhabi decider, Dan came home second, securing just enough points to beat Ben to the title – finishing three points clear of his rival. Kenny's connection issues cost him a shot at pushing for the title, however he was now determined to focus on the following season. Constructors were introduced for the first time, and it was Ben and Tinus of Team 69 who took the teams' prize.

Season 3: Kenny would make it three different champions in as many seasons, but in somewhat controversial circumstances after mid-season leader Ben chose to quit the league after having his Singapore GP win taken from him. Kenny had lost the win to Ben due to a pit lane

glitch, however the win was handed back to the Scot following a stewards' investigation - leaving Ben frustrated, and pulling out for the remainder of the season. Kenny also won the constructors championship with Dom at Team WipEout.

Season 4: With were 8 different race winners and 8 different pole sitters, the fourth season of TGP1 was a highly competitive and popular one. The absence of Ben and Dan left Kenny and Tommo to fight it out for this season's title, and ultimately it would be Kenny who came out on top - clinching a second consecutive title - winning by a margin of 36pts. Tommo and Dom – who both secured debut league wins this season – of Virtue Racing narrowly beat Team WipEout by five points in the constructors' championship, as Mirko, Mat, Hambone and Racer also joined the winners list.

Season 5: Both Dan and Ben made their league returns, with Dan taking his second drivers' title. Despite a very strong start to the season from Ben, Dan's 11 race wins was enough to make sure he ended the campaign on top spot. The title win was controversial though, as Dan decided to take his anger out on an earlier crash with Ben, by deliberately taking out his rival at the Indian GP. Dan was penalised for the incident, but as he was already so far clear of his rival, he still did enough to take the title. Mat impressed to finish overall, as Dan and Dom of McLaren won the constructors' championship.

Season 6: Ben's second championship win made it three drivers all tied with two titles

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each. It was the perfect season for the Englishman, who also clinched his second constructors title - this time at Williams with new team mate Mirko. Dan finished over 100pts behind in second, while Charlie's first full season ended in him finishing third overall, a further 20pts behind. Mat edged Mirko for fourth.

Season 7: Ben and Dan were once again the standout drivers – the two sharing 17 victories between them. But once again these two rivals would see a championship fight end controversially, as this time it would be Ben who took out his title rival at the Japanese GP. At the final round, knowing he would need to win with Dan failing to score, the Englishman went straight on at turn one in an attempt to take out his opponent – a carbon copy of the infamous Senna vs. Prost crash at the F1 Japanese Grand Prix of 1990. Ben was DSQ from the race result of which he did finish, and hit with a suspended league ban. This season saw James's first ever league win, as Dan and Mat won the constructors' championship with Ferrari.

Season 8: Haydn introduced himself to the league in fine style - winning all of the opening five rounds. The rookie also clinched a new league record of 14 consecutive pole positions, as well as claiming 14 race victories throughout the campaign. Unsurprisingly, Haydn would win both drivers' and constructors' championships – Tinus's 21 points, enough to secure him a teams' title. At that seasons Malaysian and Japanese GP's, the league decided to trial a potential new rule – realistic car performance - which

would ultimately end Haydn's league dominance – Ben and Imzi securing a victory each.

Season 9: For the first and only time in TGP, a season was run on actual car performance pace, meaning that a handicap system was used to determine who raced where, resulting in an equal pace status throughout the field. Ben would adjust best to the new rule, and went on to clinch a third driver's title. This season also saw the introduction of a bonus point for achieving the fastest lap of a race; a rule that stayed with TGP1 until the end of Season 24. Eight different drivers took a race win, whilst the re-introduction of team names gave Team 69 a second constructors title - Ben and Tinus narrowly edging out Dom and Imzi of Kentucky Fried Imzi'. Despite the competitiveness of the new rule, it was decided to revert back to equal performance for future seasons.

Season 10: Irish driver James O'Connor drove superbly all season to take home his first drivers title, finishing 36pts clear of closest rival Ben. Ben did become the first driver to take four constructors titles though as he and Hammy won by just two points. Charlie finished the season in third overall, while Sebby struggled, costing his team mate James the constructors' title.

Season 11: At the German GP, James controversially took out title rival Ben at the German GP, costing him a race disqualification, and a two-race ban. This meant Ben was able to take a slight lead in the championship, however James went

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onto win all of the final seven races, earning him a second consecutive title, whilst an incredible team effort from John and Dom gave them a fantastic constructors title for Williams. At the end of the season, Ben and James were both suspended from the league for an entire calendar year due to poor sportsmanship.

Season 12: With a whole new pecking order, Mat AVFC took his first league title, finishing 102pts ahead of nearest challenger Sebby. Mike and John's third and fourth place finishes meant they won the constructors title for Marussia. In his first season, Paul finished a superb fifth, whilst Robnoxious impressed in sixth. The first six rounds of this season were all won by different drivers, however Mat soon got a groove with the driving and went onto win 11 of the final 14 rounds.

Season 13: Dan became the first driver to win four titles, whilst Sebby Haughton ended the season as runner up once again. Coert, Paul and Cueman impressed with top five finishes, whilst Lotus won their first constructors title thanks to Paul and Cueman. In a highly competitive season, Dan only won three races whilst ten different drivers won a race that season. We also saw TGP's first ever female racer this season in Lola, however she only lasted two weeks, and Dom soon brought in Martyn to the league as a replacement.

Season 14: Despite winning three of the first four races, Roy lost pace through the course of the season and would finish third overall, whilst the two men from

Liverpool in Sebby and Dan battled for the title. It came down to the final race in Brazil, but it was Sebby who won the final race and the drivers title, winning by 10pts overall. Meanwhile Roy achieved 12 fastest laps, breaking a new league record.

Season 15: After showing great speed the previous season, this time Roy finally showed he could go all the way, as he took his first drivers title, with Sebby finishing second, and Dan in third. Martyn and Jean won the constructors title for McLaren, despite both drivers failing to win a race all season. Moeen and Owen were rookies to the series.

Season 16: As the game moved onto F12013, Jean made it six different champions in as many seasons. Jean, Dan and Dean were in the title battle all season long, with the gap between the top three ended at just 35pts after Brazil. Dan and Moeen dominated the constructors for Williams. Going into the final round, Jean was 22pts ahead of Dan, however in clinching pole position, the gap was up to 25pts. In late drama though, Jean lost connection before the race began, meaning if Dan could win the race, he would win the championship equal on points, having won a race more (providing he didn't achieve the fastest lap). However, despite taking the lead as Dean pitted for new tyres with three laps to go, once the SC came in with one lap to go, Dan dropped back with slower tyres and ended the race in fourth place.

Season 17: Mark joined the series, whilst James made his return. This was the first

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ever season to be raced on two different games. The first twelve races were done on F12013, before the tier switched back to F12012 due to numerous connection problems with the new game. Good consistency in the first half of the championship meant Mark was well out in front, and James' seven top two finishes in the final eight rounds was not enough to take the title. Johnners beat Dan to third overall, whilst Dean narrowly beat Roy by just 4pts.

Season 18: This season was raced on F12012, which was great for James who had impressed in the final eight rounds of the previous season on the same game. The Irish driver achieved 16 podiums, and finished no lower than sixth place throughout the season. Consistent podiums for Jean awarded him second overall, whilst Roy snatched third off Mark mid-way through the season once Mark decided to call it a day after numerous incidents he had caused. Brandon joined TGP1 this season, meaning he had now raced in all three tiers of the league; however, he could only manage twelfth overall, with a best finish of fifth place. Alex, also in his debut season, finished eighth overall.

Season 19: In what would become a record-breaking season, Dean became the eighth different champion from the past eight seasons. It was a season dominated by the Irish man, as he took home 17 race wins, 17 pole positions, and 16 fastest laps. Dean missed two events, meaning he was only properly beaten at one race, which was a wet British GP that saw

Johnners win what would be his first of two race wins that season. Jean held onto second overall ahead of James, but both were about 200 points off Dean's amazing 504pts tally. Sauber won the constructors title with 806pts - another new record.

Season 20: This would be one of the greatest title battles ever with four men all having a chance going into the final weeks racing. Despite missing the first four rounds, Irishman James would put in a remarkable run of 14 podiums from 16 races, to take the title at the final round, winning in Abu Dhabi, and narrowly beating closest challenger Jean by just two points. CJ took a surprise early-lead after winning three of the first four races, but his pace dropped off, and he was soon overtaken by the front four of James, Jean, Dean and Dan. Throughout the season, there was twist after twist, producing one of the best ever title battles. James won a record equalling fourth drivers title, whilst Jean and Dan won the constructors with Williams.

Season 21: The second season on F12015, saw James take a second title on the bounce, and a career fifth, making this a new TGP record. The Irishman ended the season on 466 points having collected 13 wins along the way. Jean finished in second place overall, but only 59 points behind thanks to his strong consistency which saw him take 18 podiums, including five race wins. The only races this season not won by James or Jean were the Singapore GP, won by CJ, and the final round of the season at Abu Dhabi where Jean and James collided, allowing Chris to

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drive home to his first ever top tier victory. Dan had a relatively poor season, finishing fifth overall, although he did win the constructors title with Jean at Williams.

Season 22: In the final top tier season on PS3, it was Jean-Luc who took top spot, leading from start to finish, and ending up 153 points clear of closest challenger William. Jordan ended third overall whilst Jimbob, Owen and David showed some serious pace for the races they were able to attend. The drivers champion also shared the cheers in the constructors' battle as the combination of Jean and Aito was more than enough to beat closest challengers Lotus consisting of William and Paul. Jean would finish on the podium in all but one round, with that being his fourth place finish at the the British GP, his lowest result of what was an incredible season.

Season 23: Despite ongoing issues with the 'F12015' game, TGP1 finally began Season 23 after a few test races in the Autumn. Joining the league was Softy, and it would prove to be a very successful debut season, with the English man taking eleven race wins, and eleven pole positions. Whilst reigning champion Jean-Luc struggled early on, Will and Martyn impressed taking a few wins each. This would prove to be a very strong season for turnouts, with the lowest race turnout being only 14.

Season 24: Having clinched his first driver's title the season before, Softy was unable to participate in Season 24 due to work commitments. Due to Softy's

absence, this proved to be an incredible close fight, as six different drivers took top spot including first league victories for Chris Thurgood and Phil Bargewell. Swedish driver Will took his first drivers title, as well as clinching the constructor's title with Jack Pearson at Mercedes. This would be the final season on F12015 as the league prepared to switch to F12016.

Season 25: As TGP1 moved onto F12016, Softy and Roy were two big names returning to the league, with both having left previously due to work commitments. Softy would return in great form, storming to a second drivers title whilst Will narrowly beat Roy to the runners up spot. Red Bull dominated the constructors title with the pairing of Softy and Phil proving too strong for others. A few drivers made their league debuts this season, including Flexy, Jake and Sean Collins.

Season 26: Now in his first full season, Flexy took the drivers crown, having battled against Softy for the first half of the season before the two-time champion was forced out due to work commitments once again. Flexy would end up forty points clear of closest challenge Jean-Luc. A highly competitive season gave us nine different race winners, and ten different pole sitters. In the constructors, the top five teams were separated by only 43 points – the closest ever gap between this number of teams in the constructors' championship. It was Manor of Jean and Thurgood who narrowly took this title, finishing two points clear of Jake and Aidan of Mercedes.

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Season 27: A returning James stormed back to the top, taking a sixth drivers title, a fifth constructors crown, and surpassing Ben's tally of 65 career victories. James dominated the final season on F12016 as Ritson took second overall in his debut season in the top tier. Paul narrowly edged Jean-Luc to third overall, beating his rival by just a single point. James took thirteen race wins, whilst Jean-Luc, Tony, Ritson and Paul were the other race winners from the season.

Season 28: Jake Davies would become the 15th different drivers champion in the top tier as he came out on top, well clear of closest challengers Jean and Phil. Softy had started the season and we looked set for a huge showdown between himself and Jake, however work stopped Softy's title charge and lag issues for James meant he too was unable to fight at the front. Phil and Paul of Toro Rosso would win the constructors, whilst Dom claimed a memorable win in changeable conditions at Japan.

Season 29: In his debut season, Odemz clinched the driver's championship, finishing 48 points clear of former double champ Softy. He won only two races in the opening ten rounds, however a very strong second half to the season gave the Haas driver the edge. Renault would take the constructors with Jean and Matt working well together. This was the final season on the F12017 game and there were 6 different race winners.

Season 30: Softy claimed a third drivers title this season, now racing for Renault,

coming out as the clear winner, despite only winning seven races all season. VSR Josh had started as the early pace-setter, but other commitments meant he was unable to see out the season. Eight different drivers would win races, including three for Tony who was making his league return after a while out. James finished as runner-up with Paul placing third, narrowly ahead of Tony and Dan. Softy also won the constructors title with Jack.

Season 31: Becoming the first driver to achieve back-to-back titles since James in Season 21, Softy was victorious, coming out just ahead of Matt following a long-fought battle with his rival. It was a good season for Jean, who finished third overall after a season out, whilst he also won the constructors' title with Martyn at Force India. There would be ten different race winners this season and it would take champion Softy until Round 14 before he would first stand on the top step of the podium. Dan returned to winning ways, finishing first at Japan and then Belgium; his first league wins since Japan in Season 20.

Season 32: TGP1 switched to the official F1 points system for the new F12019 game, with drivers now scoring points for finishing in the top 10, as well as an additional point for claiming the fastest lap of the race (providing they finished in the top 10 places). Having come close the season before, Matt finally took his debut driver's title, claiming 14 victories in the process, and beating four-time champ Softy by 69 points. Dan and Aidan were closely matched all season, with the

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former just squeezing the other to third overall. Constructors Champions were Softy and Aidan of Renault.

Season 33: The second and final season on F12019 saw an epic two-way title fight between Corey and Fishy – with Corey ultimately coming out on top following a disastrous final night for Fishy. Treated to almost full grids every week, the racing standards were at an all-time high and the season will be remembered as one of the very best. Khalifa would edge Aidan to third overall by just the single point, with Kyle finishing fifth. Corey and Khalifa of Alfa Romeo would win the constructors' championship, finishing well clear of the opposition.

Season 34: In another highly competitive season that saw 9 race winners from the opening 11 races, it was Matt Tibos who claimed his second drivers' championship – overturning Kyle on the final night. Kyle had led the majority of the season, purely because of his remarkable consistency – winning only two races all season – however a strong end of the campaign for Matt saw him win 5 of the final 7 races, won him the championship by just five points. Reigning champion Corey could only manage third overall as Dan began to re-find some of his former pace, finishing fourth overall. Kyle would at least end the season with some success, departing the league as constructors' champions with Jamie at Williams.

Season 35: Softy won a fifth drivers' championship – winning 13 races along the way. The Englishman would finish 150

points clear of closest challenger Jack Hickmann – who impressed hugely with debut wins at China and then Singapore. Dan pipped Corey to third overall by just a single point, as Aidan and Jack of Racing Point narrowly edged Softy and Owen of AlphaTauri to win the constructors' championship by 7 points. In the third to last week of the season, the league saw a number of milestone events – the Mexican Grand Prix, won by Softy, was the 700th TGP1 race, while also being Paul's 400th race start in TGP1 – becoming the first driver to achieve this number. At the following race in Azerbaijan, Dan then celebrated his 400th TGP1 start.

TGP2:

Season 1: When the league switched to F12011, more drivers were signing up, and the decision was made to run a second tier on the game. In the first season, Joe and Michael gave us a great title fight with the two men taking nine wins between them. Haydn had won all three of the opening races before being moved up to TGP1. Dom and Imzi also won races that season whilst a number of drivers took podium finishes. At Korea, only two drivers finished the race which was an odd day for the series. At the final race in Brazil, Joe came home second ahead of Michael, winning the championship by just 12 points.

Season 2: Having joined for the second half of last season, taking four race wins, Dom kept up his strong form in the new season and took the title fight to Sam and

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Michael. Towards the end of the season, Sam crucially missed a nights' racing which effectively cost him the title. In the end Dom won his first drivers crown, ahead of Sam by 18 points. Michael was a further 10 points back in third. A constructor's title was also introduced for the first time, and it was 'SimTech Racing' won thanks to drivers Dom and TheRealSB.

Season 3: After coming so close in the previous two seasons, Mike finally put his troubles behind him, and put in some great performances to take the title. It was a close fight between Dom once again, however Mike put in a string of excellent results in the final two nights, and with Dom missing the final two races, he won the championship by 79 points. Mike also won the constructors title with Joe at HRT.

Season 4: This would be the first season on F12012, and in his debut season, Paul won the drivers title, managing to hold off closest challenger Cueman. Paul won seven races that season, whilst we were treated to nine different race winners including Paul, Joe, Cueman, Dan, Jacko, Luke, Matt, Ben and Owen. This season would not feature a constructors' title.

Season 5: Owen made it five different champions from the first five seasons, narrowly edging out Dom to win the title by just seven points; the two drivers would only win five races between them though, with this being a battle of consistency. Had bonus points not been used, Dom actually would have won the title. Sam, Owen, Paul, Shaun, Jon, Dom, Martyn, Johnners, CJ would all win races this

season whilst CJ, Coert and Johnners were all introduced to the league.

Season 6: It started out as a battle between Martyn, Dom and Shaun, but Shaun soon left the championship and Martyn was promoted to TGP1 mid-way through the season after proving to be too quick for TGP2. This left Dom with an almost certain second drivers title, so in the interest of the championship, Dom offered to take a 50-point penalty, allowing for a close end of season fight between Joe and Dom.

Season 7: This was the first season on F12013, and Alex won his first title despite having just 11 points from the first four rounds. The incredible consistency from Jon made him a surprise title challenger, with the English man only finishing outside the top five once, with a P8 in Abu Dhabi. Michael Kenny has been the early championship leader, winning 3 of the first 7 races, but he then quickly faded away as the championship was fought between Alex, Jon, Joe and Isaac. Alex's midseason form saw him win eight races from twelve rounds. McLaren won the constructors title with Jon & Andy earning 464pts.

Season 8: Former TGPXbox driver Brandon would only win three races this season, but strong consistency saw him take the drivers title whilst rotten luck for Isaac likely cost him it. The Dutch driver dominated all of the final four races, finishing just 9 points behind Brandon despite losing connection four times whilst challenging for race wins. Alex would only finish this season third overall, just three

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points clear of team mate Joe; the two of them would win the constructors title for Force India, scoring a high 565pts.

Season 9: Having come close the season before, Isaac went onto dominate this season winning 13 races, including 11 from a streak of 12 races. CJ would finish the season just 58 points back though thanks to a string of podium finishes, giving him the record of most podium finishes from one season, with 16. Isaac and David, who showed strong improvement during the season, went onto win the constructors title with 620pts. A new tier record for the time being. Elsewhere, Dom competed in the final two weeks of the season as he announced his league return.

Season 10: With Isaac out the way, CJ was able to win his first title, managing to fend off title rival David. CJ won nine races, whilst David managed to win seven. In his first full season back, Dom finished eighth in the drivers' championship, but earned enough points to help he and CJ win the constructors title for Williams, finishing just 17 points ahead of David and Paul at Ferrari. CJ won the championship in strange circumstances; He attended the American GP just too late, meaning the game refused to let him race, as it did with Owen and Joe, but David dramatically disconnected from the race meaning CJ had enough points to win the title with one more race to follow at Brazil.

Season 11: The first season on F12014 turned out to be arguably the best in TGP2, with four men going into the final

week, all hoping to take home the title. There was twist after twist throughout, with all title contenders having a host of fortunate and unfortunate results; Dom would clinch a third drivers title, beating his team mate Martyn by just 13 points. Chris, despite looking like the favourite at the half way point, had a poor end to the season, where he finished third overall, 10 points back from Martyn. Going into the final night, Dom held a 24-point lead, however connection problems forced him out of the penultimate round in Austria; a sprint to his friend's house though, and he was back for the title decider in Abu Dhabi, where he took a surprising pole position, to then go on and cruise home to the title with his rival Martyn being taken out at the end of lap one. These two would go on and win the constructors title for Williams. This season also saw the appearance of the leagues first commentator, GingerAndy96.

Season 12: Following on from showing great promise towards the end of the previous season, Will made it six different champions in as many seasons, dominating Season 12, and ending it 126 points clear of team mate Chris. Will won nine races, despite failing to win all of the first five, whilst also breaking the record for consecutive pole positions, clinching them at all of the final nine rounds before moving up to TGP1. Despite Will's domination, there were still seven different race winners that season including Bart, Spuddy, Paul, Mike, Dom and Chris. Lotus broke the record for most points by a constructor, with Will and Chris scoring 680pts.

Season 13: It was announced at the start of the season that TGP2 would come to an end following Season 13. The league was arguably the most popular at the time and it held a great bunch of guys, but it was time for the TGP Series to make the transition onto PS4, and to do that, TGP2 would need to come to an end on PS3. For season 13, Dom moved to Ferrari, partnering Paul, despite originally agreeing to join Mike at McLaren, whilst Joe switched to Williams, teaming up with Aidan. Mike would eventually join Chris at Lotus. Joe would go on to be crowned champion in this final season, which was fitting as he had also won the first season of this tier. It would be a fight between Joe and Mike, whilst Dom picked up three wins, putting him level with Isaac on the all-time race winners list. Lotus narrowly came out on top in the constructor's battle with Ferrari missing out thanks to Paul's mid-season absence; arguably costing him the driver's title too.

Season 14: TGP2 made a highly popular return on F12016, one and a half years after the previous season. Throughout, Jack Gooding, Jamie and Chris Johnson found themselves in a three-way fight for the title, and following a dramatic final round, it was Jack who came out on top, just two points ahead of closest rival Chris. With Jamie having ended his chances at the penultimate race, Jack held a comfortable lead over Chris going into the final race, but a glitch DNF on the opening lap, meant Chris only had to finish third in Abu Dhabi to take the title. Chris had a spin on the first lap, but worked his way

up the field and into fourth position. However, Chris's team mate Dom, having already let Chris through in the previous three races, famously decided not to move over in Abu Dhabi, meaning Chris crossed the line in fourth and lost out to Jack by just two points. Chris was left furious, and a Constructors crown for his team did not make him feel any better. Jack was promoted to TGP1 following his championship win.

Season 15: Making his first appearance since his title win in Season 03, Mike Davies took charge of this latest campaign, edging out title rivals Jamie and Chris to win a second championship. Mike also took top honours in the constructor's battle, winning with Ritson at Williams. Ritson, having dominated the final half of the season in TGP2, would be promoted to the top tier.

Season 16: Corey took a first drivers title as Mike and Jamie came out winners in the constructor's race. Jamie narrowly missed out on the title once again, having led during the early stages of the season.

Season 17: Jack Pearson and Mike Noon joined TGP2 for what was the final season on F12016. To fit this season in before the release of the new game, three races were run a night with one shot qualifying used to determine grid positions. These two drivers were closely matched throughout until at the final race a lag incident between the two ended Jack's hopes and gave Mike a first league title.

Season 18: Owen returned to the tier and would go on to take a second drivers title, proving to have the edge against title rivals Jack, Mike and Assassin. Joe and Jack would clinch the constructors crown by just two points with Joe making a last lap move on Dom to swing it in Haas's favour.

Season 19: Returning to the tier three years after narrowly missing out on the Season 11 drivers title, Martyn teamed up with Mike at Renault, and it would turn out to be the perfect season as he clinched both drivers and constructors' championships. Jack would be his closest challenger, but for the third season in a row he would finish runner up, despite Martyn missing four rounds due to a holiday. Jack of Joe of Force India had run Renault close all season, but Jack threw away crucial race wins due to corner cut penalties, and Renault would finish just 13 points ahead.

Season 20: The 20th season, and last on the F12017 game saw Aidan making his league return and coming out on top ahead of, yep you guessed it, Jack. The two had been closely matched over the first half of the season, however Aidan took control after and moved well clear of his title rival. In the constructors however, Jack and Joe now at Mercedes were able to beat Aidan's Sauber team who was let down by a disappointing season for team mate James. Aidan, Jack, Mike, Josh and Jordan all earned promotion to the top tier, setting things up nicely for a highly unpredictable Season 21.

Season 21: Luca and CJ had battled all season long for the title when it was infamously decided in a heated final round of the season in Abu Dhabi. Deemed to have been deliberately trying to take out his rival, CJ was excluded from the Abu Dhabi race. Luca had already earned himself enough points though, and was a deserving winner. With his first championship win, he also won the constructors' crown with Dom at Sauber. 11 drivers would win a race this season, with new drivers in Erland, Danscar and Barry making a name for themselves as possible future champions.

Season 22: For the second season in a row, the title would be decided by a tightly small margin with Knighton winning in his debut season, just two points clear of Danscar who had impressed the season before. Reigning champion Luca was only able to finish third overall whilst Chris finally returned to winning ways thanks to taking top spot at this seasons' Belgian GP. Chris also claimed success in the constructors' championship, winning with Knighton at Sauber.

Season 23: TGP2 switched to the official F1 points system for the new F12019 game, with drivers now scoring points for finishing in the top 10, as well as an additional point for claiming the fastest lap of the race (providing they finished in the top 10 places). Having already finished runner-up four times in TGP2 previously, Jack Pearson finally won his first drivers' title, comfortably beating Season 21 champion Luca. Jack Craig and Alastair impressed with the two relatively new

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Scots finishing 3rd and 4th overall. Jack capped off the perfect season by also claiming the constructors title with Dom at Alfa Romeo; Dom's seventh teams' championship victory.

Season 24: With Jack earning promotion to the top tier, and Luca sitting out for a season, we were treated to arguably the closest fought championship ever. Nine different drivers won races this season, with the top four in the championship memorably separated by only four points after 15 rounds. It was a season battled between Jordan, Josh, Jack Craig, Alastair and Chris, with Jack Craig eventually coming out on top. Jordan pipped Alastair to second overall, one point clear of his rival. Jack also won the constructors championship with Alastair at Alfa Romeo; a fourth consecutive teams' championship for the Swiss side.

Season 25: The third and final season on F12019 saw Denmark's Kong Hoffner take a dominant title, finishing 142 points clear of closest challenger Jordan. Danish drivers would win the majority of races this season with Dexter, Smokey and Casper Hoffner also claiming a handful of race victories between them. The Hoffner brothers controlled the constructors' championship with Mercedes, as Casper won the tier's 500th race at the Australian Grand Prix.

Season 26: Alastair became one of the youngest ever champions in TGP2 following a closely fought campaign between four drivers – Alastair, Jordan, Owen and Camo. Only 29 points was the

difference between the front three in the end, with Jordan edging Owen to second overall. Camo faded towards the end of the season, but had impressed massively and all four of these drivers were promoted to TGP1. The constructors' championship had been incredible close all season – with just over 100 points covering the top five teams in the end; Jordan and Jon ultimately winning with Alpha Tauri, only 21 points clear of Owen and Alex at Racing Point.

Season 27: Luca, Jack and Mike fought hard over the reward of winning their second drivers' title – and it would be the Manxman who ended the season on top with Luca claiming eight wins in the process. Sam Hickmann impressed in his debut season, winning twice; as Shaun Grant had his most successful season following three race victories and six pole positions. Mike claimed his 30th career TGP2 victory at the Netherlands Grand Prix, making him the most successful race winning driver of the tier – going on to then claim a 31st victory at Mexico. Despite only finishing second, Jack did manage to win the constructors championship with Dom at Mercedes – Jack's fourth teams title.