Pierre-Emerick Aubameyang: Arsenal striker not available for Leeds, says Mikel Arteta

Pierre-Emerick Aubameyang is not available for Arsenal's Premier League match at Leeds on Saturday, says manager Mikel Arteta.

Arteta stripped Aubameyang of the Arsenal captaincy after a disciplinary breach and has also decided to make the striker train apart from the rest of the first-team squad.

Aubameyang has been dropped for the previous two matches and Arteta was unable to shed any light on when he may return and, although the Arsenal boss was able to confirm that the Gabon striker would be sitting out Saturday's trip to Leeds - live on Sky Sports Premier League - he otherwise remained tight-lipped on the situation.

"No he's not available for selection," said Arteta, who batted away questions on Aubameyang's future.

Asked how he had coped with the fallout of taking the armband from Aubameyang, Arteta said: "Every time that you are sitting here, you have some challenges.

"You have some brilliant moments and some moments when you have to make decisions.

"I am sitting here to try to make the right decisions every day. My only intention is that - to get the club in the best possible condition, to defend our players and get the best possible results on the pitch that we can.

"It's been challenging because those decisions are tough and not pleasant, but you have to do what you feel is right."

It looks a difficult road back for Aubameyang at Arsenal.

When you do what you do to the captain of the club, and from the outside looking in, quite rightly Arteta has done it.

You wonder what Aubameyang's state of mind will be now. It didn't seem great in the first place in terms of his confidence out on the pitch.

I still think he's got about 18 months left on his deal and I'm sure at this point Arteta would like to sell him, but somebody on £350,000-a-week is going to be virtually impossible to move on, unless they do what they did with Mesut Ozil and give him a shed load of money and he'd have to accept less money elsewhere.

It's a problem and a problem Arteta didn't need, but now it's a big challenge for Arsenal to rebuild their attack and it is going to depend on some very clever and inspired recruitment.

Arteta has called for more clarity from the Premier League over the growing number of games being postponed because of coronavirus outbreaks at clubs.

The English Football League has also been badly hit by the latest wave of infections across the country, with 14 games affected across its three divisions so far.

Arsenal saw their opening game of the new season go ahead at Brentford despite having a number of positive cases in the squad.

Arteta said: "We need more clarity on why those games are not being played and what you need to not have a game played, so you can maintain the fairness of the competition.

"We have been here on the other side of the table (at the start of the season) where we had all the arguments in the world to not play a football match and we ended up playing it."

Cricket year in review: Racism, cancelled tours, the Kohli saga

A racism scandal rocked English cricket in a tumultuous end to the year, while Australia and New Zealand were crowned world champions in different formats and the fate of women's cricket in Afghanistan was put in jeopardy after the Taliban's return to power.

In testimony to a British parliamentary committee, an emotional Azeem Rafiq catalogued a culture of racism at Yorkshire cricket club which he said drove him to the brink of suicide.

"I lost my career to racism," said Rafiq, who hopes his revelations would open the floodgates for fellow victims to come forward and share their stories.

The England and Wales Cricket Board (ECB) unveiled a 12-point action plan, including a review of the dressing-room culture, and said they will launch an anti-discrimination unit.

The fallout clouded England's build-up to the Ashes and Joe Root's men currently trail Australia 1-0 after a thumping nine-wicket defeat in the series opener.

Elsewhere, Australia shrugged off a horror build-up to claim the Twenty20 World Cup in the UAE, their first title in seven attempts at the shortest format's global tournament.

Aaron Finch's men peaked at just the right time to stun Pakistan in the semi-final and then roll over New Zealand in the Dubai final.

It was just the latest in a series of heartbreaks for New Zealand, who fell to a third defeat in four World Cup finals in six years.

But it was not all doom and gloom for the Kiwis though, with Kane Williamson's team beating India in the final of the World Test Championship in Southampton earlier in the year.

India would later avenge that defeat by beating New Zealand in a two-Test series despite spinner Ajaz Patel claiming all 10 Indian wickets in an innings in Mumbai.

Virat Kohli stepped down as India's 20-overs skipper after the T20 World Cup and then lost ODI captaincy too with Rohit Sharma taking over as their sole white-ball leader. Kohli felt his removal was abrupt, a decision conveyed barely 90 minutes before selectors met on December 8 to pick the Test squad for South Africa.

A more tumultuous leadership change took place in Australia with Tim Paine stepping down as test captain after a "sexting" scandal and Pat Cummins taking charge ahead of the Ashes. The Pakistan Cricket Board's (PCB) hopes of hosting more international matches on home soil suffered a body blow with New Zealand and England both pulling out of tours prior to the T20 World Cup. PCB's new chief Ramiz Raja alleged the country had been "used and binned" by the "Western bloc" but eventually won commitments from Australia and England to tour in 2022.

Karun Chandhok's top 10 Formula 1 drivers of the 2021 season: Who makes the cut after epic year?

Valtteri finished third in the World Championship but, on the whole, he seemed further away from Lewis Hamilton than in recent seasons.

The reason he edged Sergio Perez into my top 10 was because there were more instances where he qualified in the top three and made himself a nuisance for the Red Bull strategists in the first stint of the race.

The race victory in Turkey was very impressive but even there, you have to remember that Lewis had actually qualified ahead of him and took a grid penalty. There were races such as Imola, Sochi and Austin where Bottas didn't really show the pace you would expect from a Mercedes. He's still a very fast qualifier and will be a great asset to Alfa Romeo.

The obvious highlight of Esteban's season was the race win in Budapest and although he drove very calmly and maturely that day, the reality is that he was in a fortunate position because of Bottas doing an impression of a bowling ball into turn one.

On the whole he outqualified Fernando 11-10 although the time gap between them was only 0.022s in the sessions that we can fairly compare. We've seen in the past that Fernando has a tremendous ability to dominate the team and mentally destroy his teammates.

Ocon however seems to have created his own comfort zone within the squad and coped extremely well alongside the Spaniard.

By his own admission, it took the double world champion a few races to settle back into F1. He seemed to hit his stride from Baku onwards and from then on, generally seemed the stronger of the two blue cars.

The first corner move in Sochi was classic Fernando opportunism where he practised the route through the run-off area on the way to the grid and executed the move perfectly, including giving back the places he needed to. His opening lap in Qatar was one of my highlights of the year where we saw the aggressive, attacking Fernando that everyone loves watching.

His defense of Lewis Hamilton in Budapest was a masterclass in robust, but fair defensive driving. If Alpine can make progress in 2022, Fernando will unquestionably deliver the results.

This was the first year where George Russell had a Williams car that was capable of regularly getting out of Q1 and actually racing against other people.

His qualifying laps in Silverstone and Spa were sensational and, on the whole, he seemed to relish the role of being a team leader at Williams. George's consistency basically meant that Mercedes could not ignore him anymore.

Apart from that one-off cameo in Bahrain last year, we haven't really seen George up against a proven F1 star as a team-mate and to be honest, while we're all looking forward to the new generation of F1 cars next year, the thing I'm most excited about is to see George versus Lewis at Mercedes!

It became normal this year to see Gasly in the top six of qualifying. On 14 occasions he delivered some superb laps to put the AlphaTauri at the sharp end of the grid and his laps in Zandvoort and Qatar were particularly impressive to watch.

The race performances were still a bit inconsistent and there were two occasions in Bahrain and Monza where the Frenchman lost his front wing on the opening lap in avoidable incidents. I'm still hugely impressed with Pierre's ability to have bounced back from the mental trauma of being dropped by Red Bull Racing in 2019.

It's hard to see him making a comeback to the main Red Bull team but it would be fascinating to see how he gets on if he gets another opportunity with a team capable of fighting for race wins.

It was really hard to decide which way to place the two Ferrari drivers in fourth and fifth. Leclerc had some superb qualifying laps this year including two pole positions and showed that if Ferrari can give him a car, Charles is ready to fight for the World Championship.

The qualifying crash in Monaco must have been incredibly painful for him but I'm constantly amazed at Charles' ability to pick himself up and his pole next time out in Baku showed that his confidence wasn't dented at all.

The race in Silverstone where he finished second to Lewis and beat Bottas by eight seconds was a standout performance from an outstanding driver.

In the end, I chose to go with Sainz ahead of Leclerc because the challenge of walking into a new team where the other driver is so loved and entrenched must have been a hard one.

Carlos got his head down, channelled that typical Sainz family work ethic and put together a very strong season. The fact he finished ahead in the points table is irrelevant to me, but the consistency of performances earned him that 'best of the rest' place behind the Mercedes and Red Bull drivers.

There were errors such as the qualifying crash in Budapest, but on the whole Carlos delivered much more than Ferrari would have expected when they signed him. Alongside Mercedes' for next year, I think Ferrari have got the best driver line-up in F1 and I really hope they give the drivers a car capable of fighting for wins.

This was a breakout season for Lando. Until 2021, most people viewed him as a very good future prospect but not necessarily in the same category as Max, Charles or George.

This season completely changed that.

Gone was the jokey young kid who was living the dream. Instead, we got a more serious driver but still with plenty of character and spark with the cheeky one-liners.

Lando formed a very good 'micro team' on his side of the garage with his engineers Will Joseph and Jose Lopez and the three of them extracted the maximum out of the McLaren on most occasions.

Yes, he took pole in Russia but I thought his qualifying laps in Imola (despite running wide at Rivazza) and Austria (on the front row) were among the best of this season. Norris should have won in Sochi but for McLaren missing the information that a second, bigger band of rain was coming. That first win won't be far away if he and McLaren continue this upward swing.

The decision over choosing the number one driver this year was incredibly hard. Both Lewis and Max performed at a level far beyond anyone else and were just remarkable.

Both drivers had very high peaks so ultimately the difference for me were the few troughs that they had.

Lewis made a crucial error in Imola and was extremely lucky that the George and Valtteri crash led to a red flag because he would have probably lost a lot of points that day. Monaco was a sub-par weekend where he was a long way off the pace and in Baku, he threw away a win by accidentally flicking the 'brake magic' button on the re-start.

The win in Bahrain to start the season was a great example of Lewis' brilliance.

Tiger Woods says return to competition at PNC Championship is all about having fun

Tiger Woods was all smiles ahead of this weekend's PNC Championship as he makes his highly anticipated return to competition after a February car crash shattered his leg.

The 15-times major winner will play alongside 12-year-old son Charlie in Orlando, Florida, months after the car accident that nearly led to his leg being amputated.

Woods told an on-course reporter that he was overwhelmed by the response he had received from the fans.

"The people have been so receptive and so warm and so caring. I didn't expect it to be like this but it's been so positive and (I'm) just so thankful," he said.

Woods and son Charlie will tee off at 12:18pm ET (1718 GMT) on Saturday alongside good friend and world number six Justin Thomas, who is playing with his father Mike.

Asked how it felt to be swinging a golf club again, Woods chuckled and replied: "It depends when you ask me.

"It's getting a little bit more sore now.

The 45-year-old pulled off one of the most amazing comebacks in sport when he won the Masters in 2019 to end an 11-year major title drought and pick up his fifth green jacket, adding to his reputation as one of the sport's fiercest competitors.

But Woods said his return to the course this weekend was less about beating the odds and more about simply enjoying time with his son, who has dazzled fans with his powerful drive.

"We're here to have fun," said Woods. "And I told (Charlie) that's the most important thing to do this week, just have fun. Scoring will take care of itself - we'll feed off one another - but make sure we communicate and make sure we have fun."