Thanks to everyone for their feedback on yesterday's event. Martyn did a great job of planning challenging courses in this new, extended area; the control sites and legs were enjoyable to recce as I live on the map. We had several constraints in Lister Park, especially regarding rugby and football pitch access and car parking.  Feedback from juniors was heartening to hear: they loved the high number of controls and Martyn avoided the temptation to 'dumb-down' their courses whilst making them achievable - this is a really tough balance to achieve.  Route choices on the senior courses - including the ones around the train station area - kept competitors thinking, and we hope that even long-time residents of Guiseley (especially Tim Crowther!) found some new back streets and alleyways and some moments of head-scratching . Thanks too to Pete Jones and Chris Burden for developing the map over the past three years, and to Maurice and other volunteers who pulled the whole event together!

I am very disappointed with myself that I didn’t pick up the issues regarding line and circle cutting and number placement.  It is no excuse, but proof copies of the paper maps never arrived from the printer (Post Office strike?) and I should have insisted on them being re-sent.  PDFs on a screen are not adequate for the task of checking, but even so, I should have picked up on most of these issues even without having seen paper maps.

There’s no excuse either for the misplaced spur control (196) - that's my fault and despite having been there before, on the day I managed to convince myself that the pipe on the wrong spur was 'unmapped'.  Legs involving this control have been voided.  In terms of the control near the gate (184), we should have entertained the possibility that the gate might be open on race day, and enough competitors, innocently or not, chose to go through the gateway, to impel us to void the legs either side of this control too.  I am very sorry for having to do this for competitors who had clean legs either side of it, and for those who stuck to the rules and still went around the gate.  We also should have seen the potential for competitors to be tempted to reach through the fence at number 108: perhaps we could have placed it on the mini-walkway feature a few metres away.

Rain meant visibility of the map was compromised, especially for glasses wearers; the strength/thickness of the green 'OOB' ink seemed to be weaker than usual in parts too.

Nevertheless, I hope you all felt that your journeys (to and at the event!) were worthwhile!

David