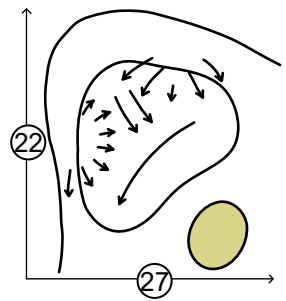
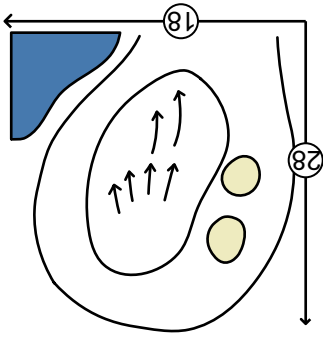




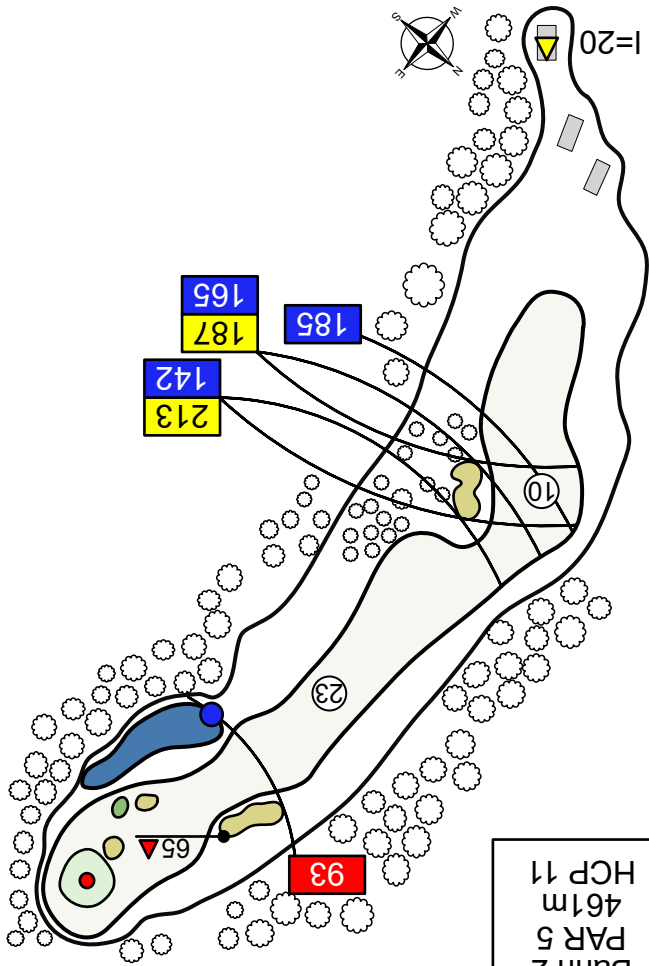
Bahn 1
PAR 4
359m
HCP 3



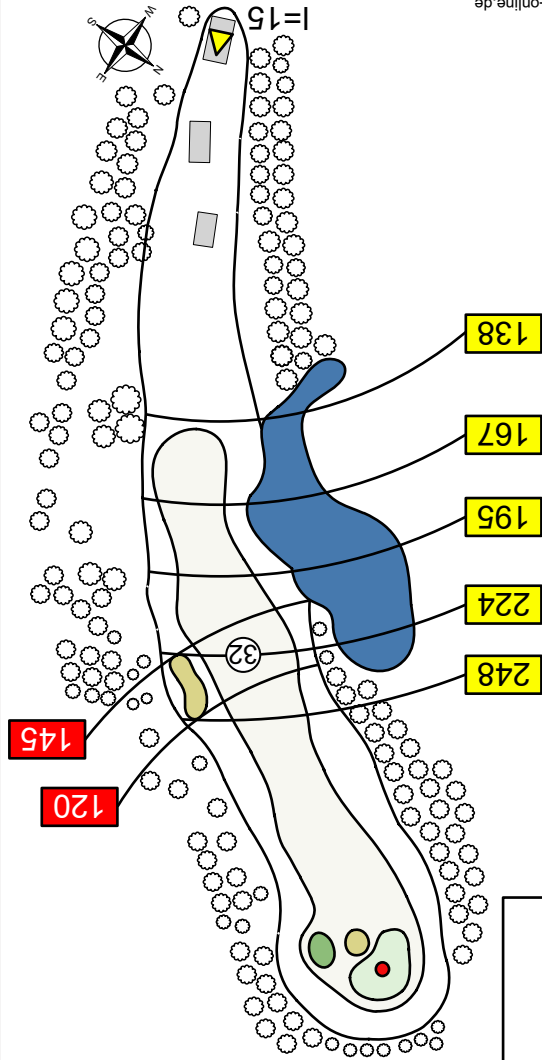


Bahn 18
PAR 4
278m
HCP 2

carsten.f.sander@t-online.de



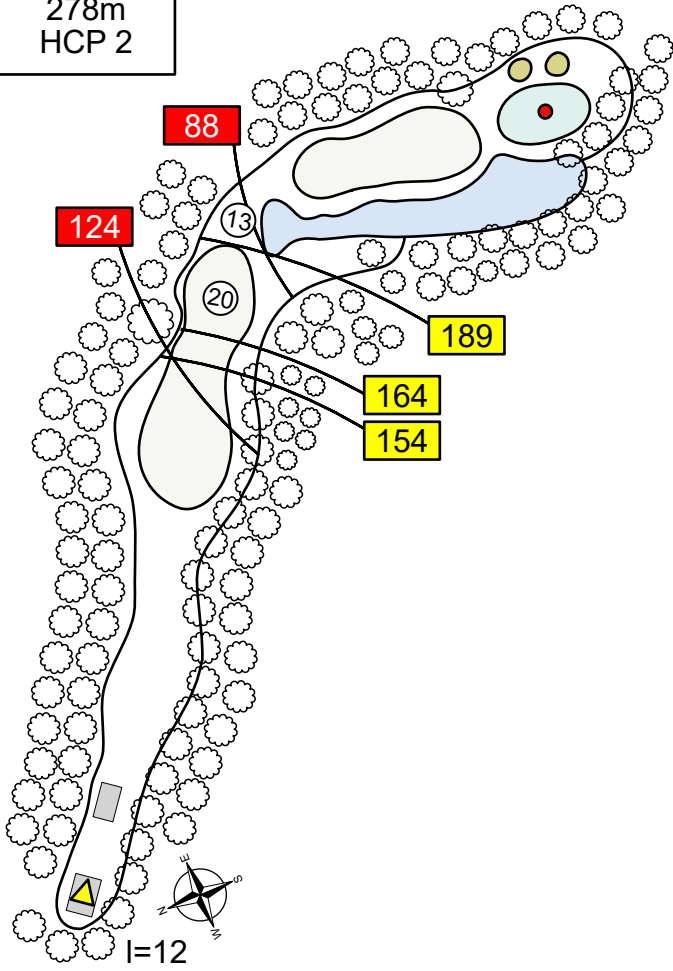
Bahn 2
PAR 5
461m
HCP 11



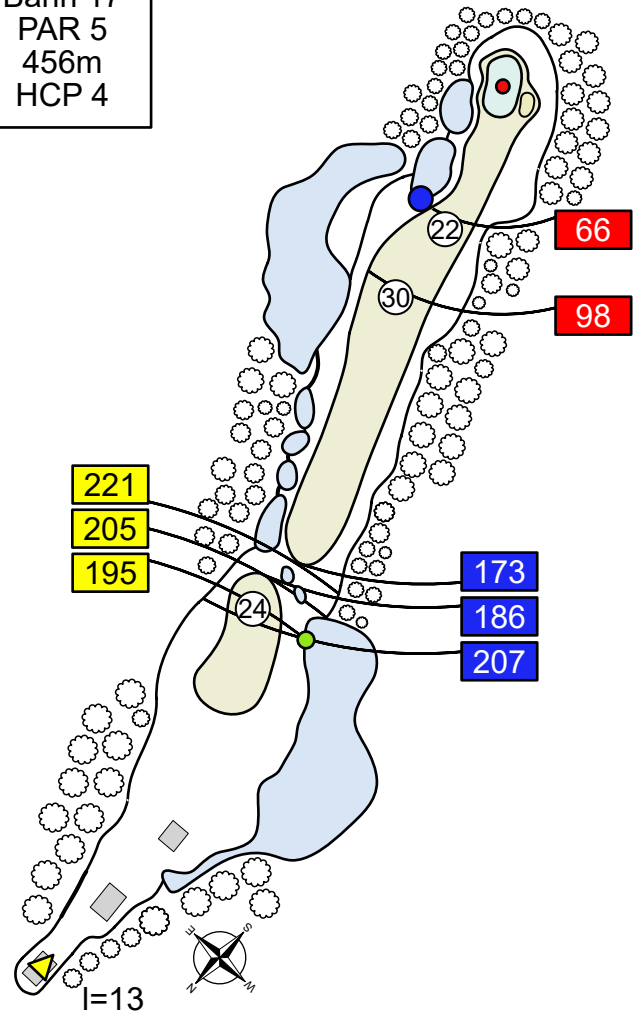
Bahn 1
PAR 4
359m
HCP 3

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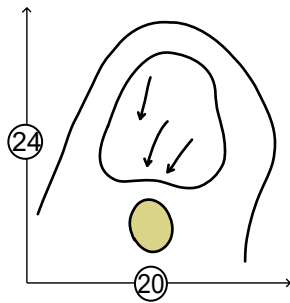
Bahn 18
PAR 4
278m
HCP 2



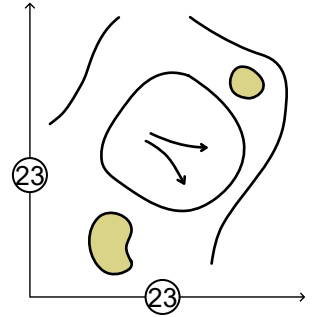
Bahn 17
PAR 5
456m
HCP 4

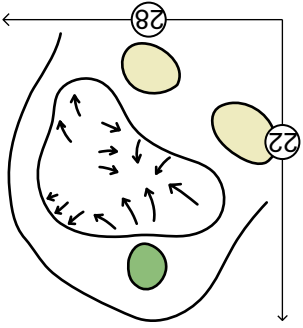


Bahn 2
PAR 5
461m
HCP 11

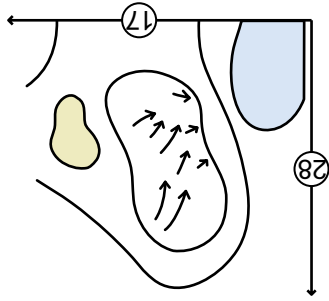


Bahn 3
PAR 4
362m
HCP 5

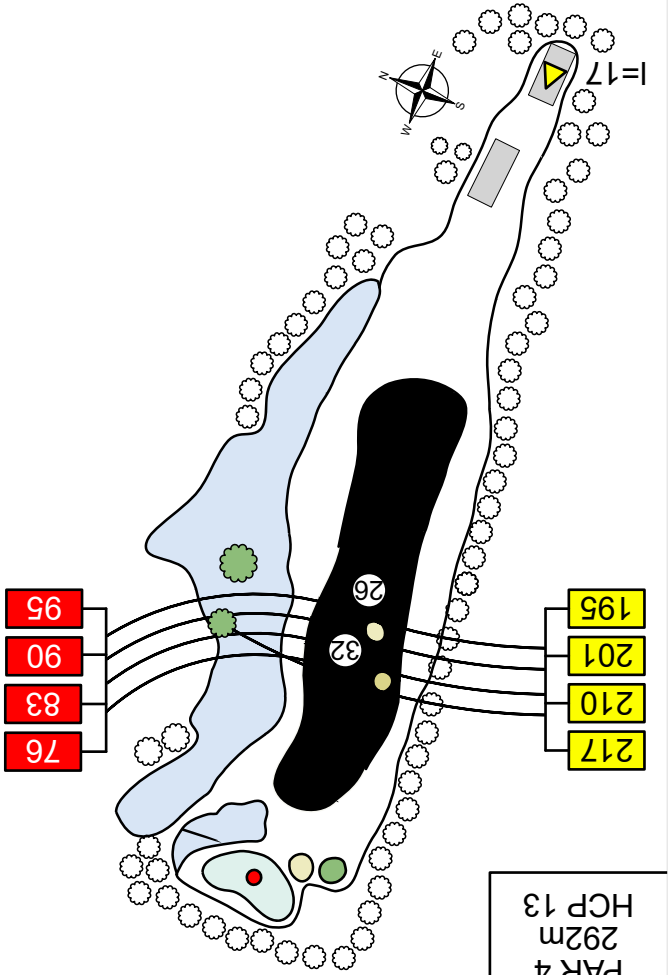




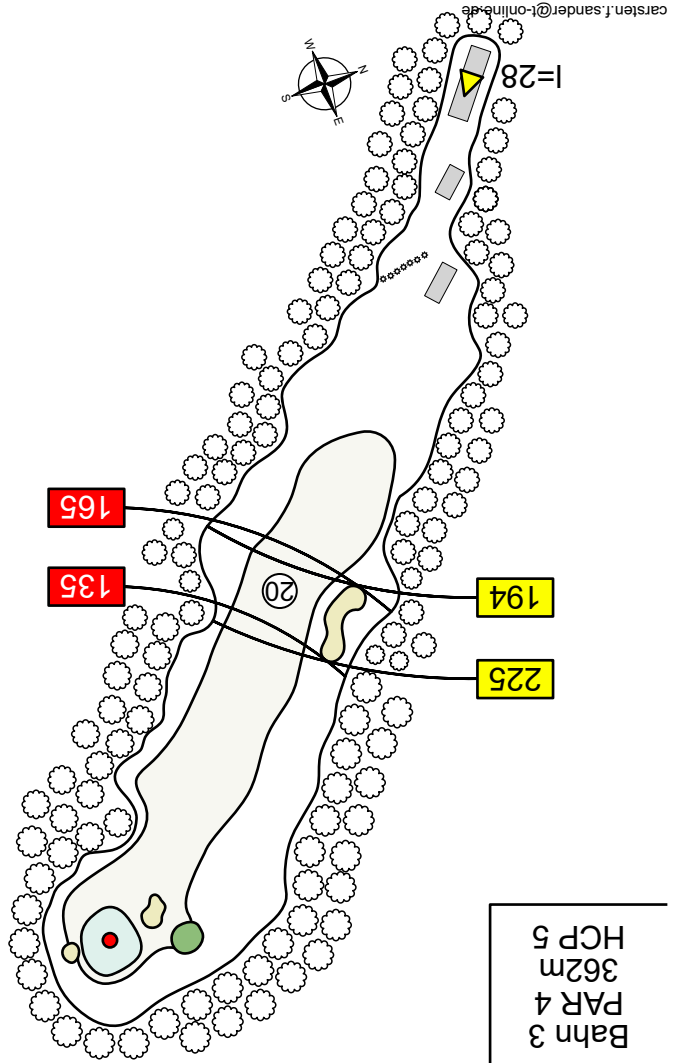
Bahn 16
PAR 4
317m
HCP 18



Bahn 17
PAR 5
456m
HCP 4



Bahn 4
PAR 4
292m
HCP 13

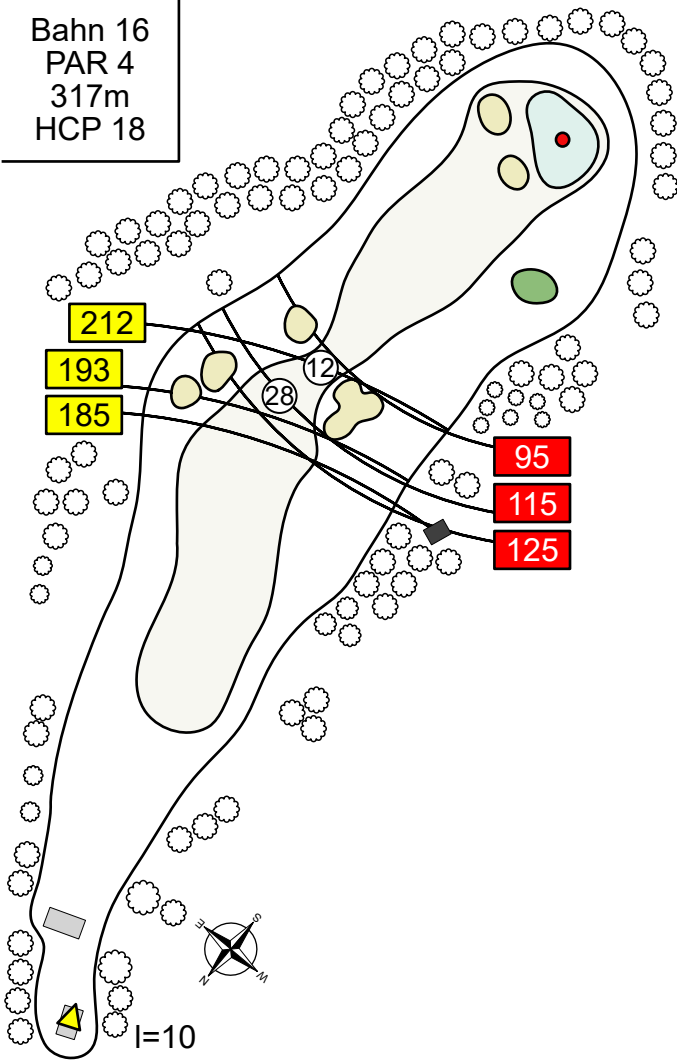


Bahn 3
PAR 4
362m
HCP 5

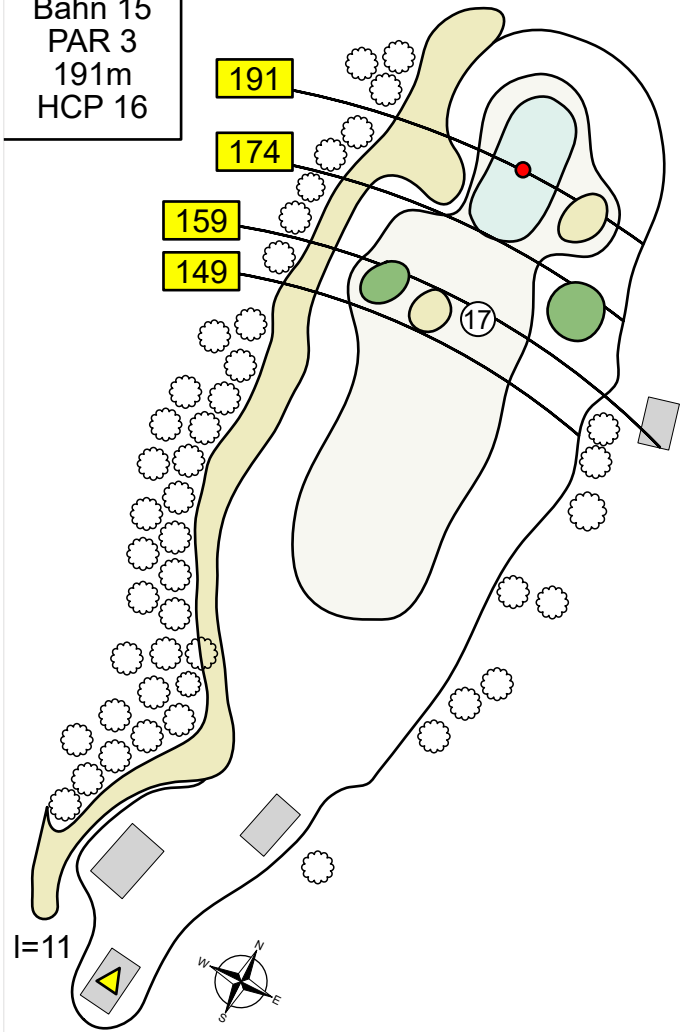
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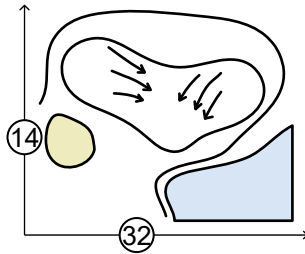
Bahn 16
PAR 4
317m
HCP 18



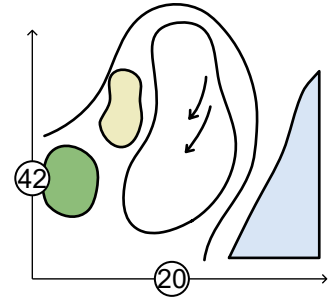
Bahn 15
PAR 3
191m
HCP 16



Bahn 4
PAR 4
292m
HCP 13

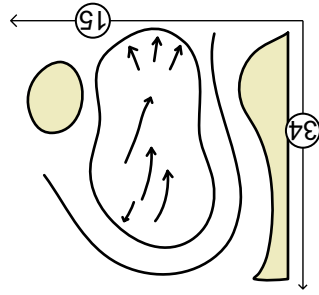


Bahn 5
PAR 3
157m
HCP 17



Paar Route:

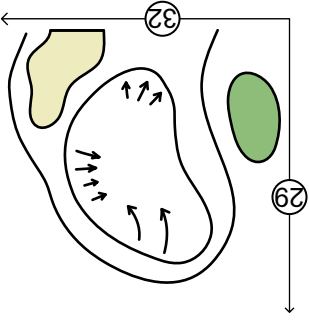
- Tee Mitte
- H3 ist Risiko - eher Hybrid



Bahn 15
PAR 3
191m
HCP 16

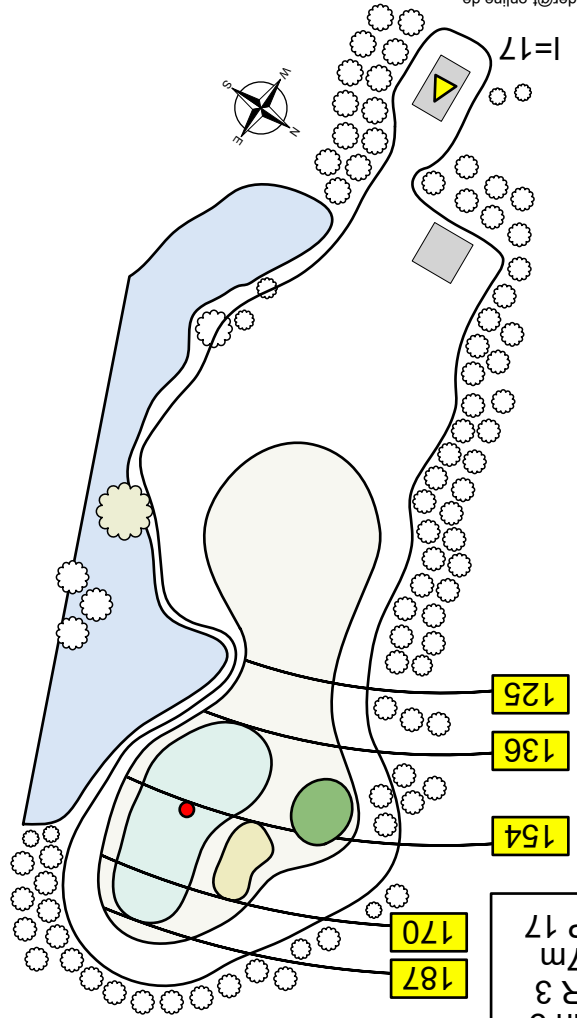
Paar Route:

- Tee Mitte
- Driver / 17



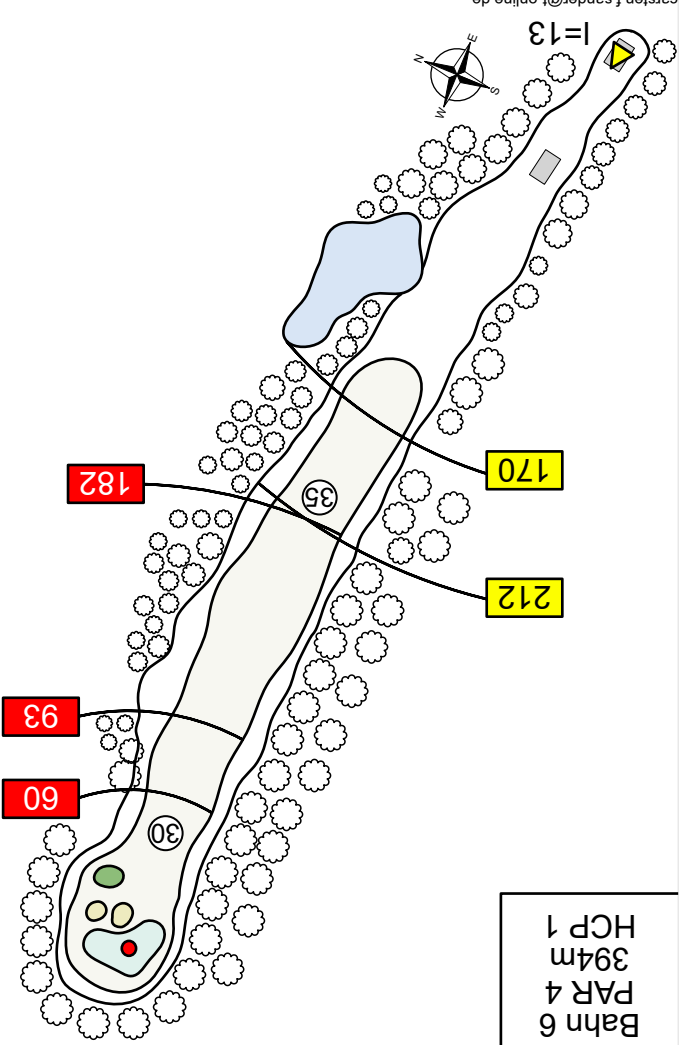
Bahn 14
PAR 4
382m
HCP 8

carsten.f.sander@t-online.de



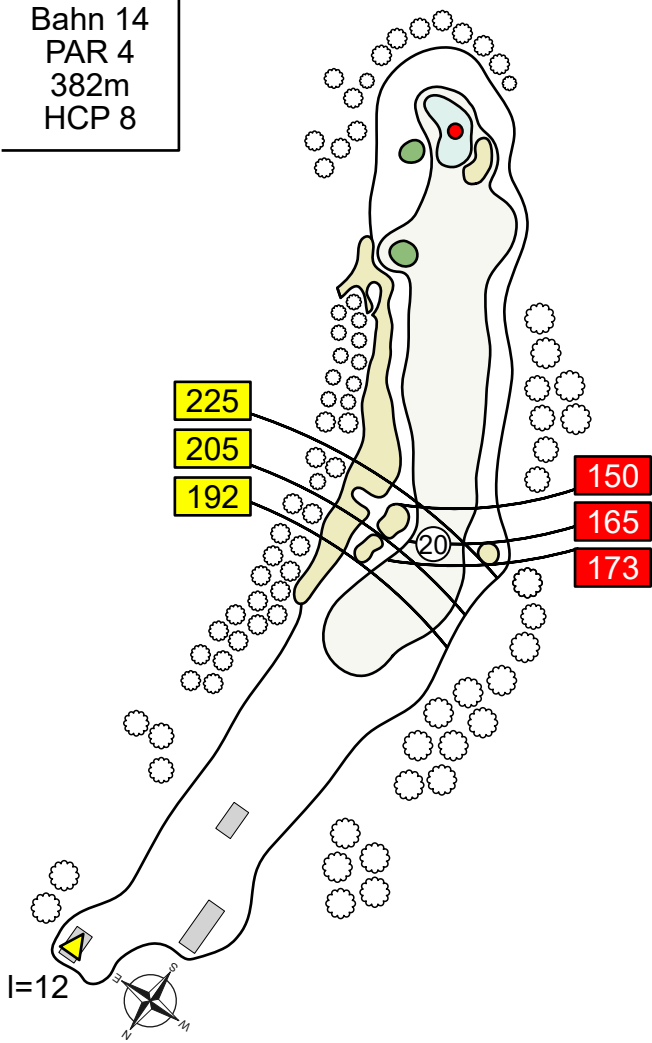
Bahn 5
PAR 3
157m
HCP 17

carsten.f.sander@t-online.de

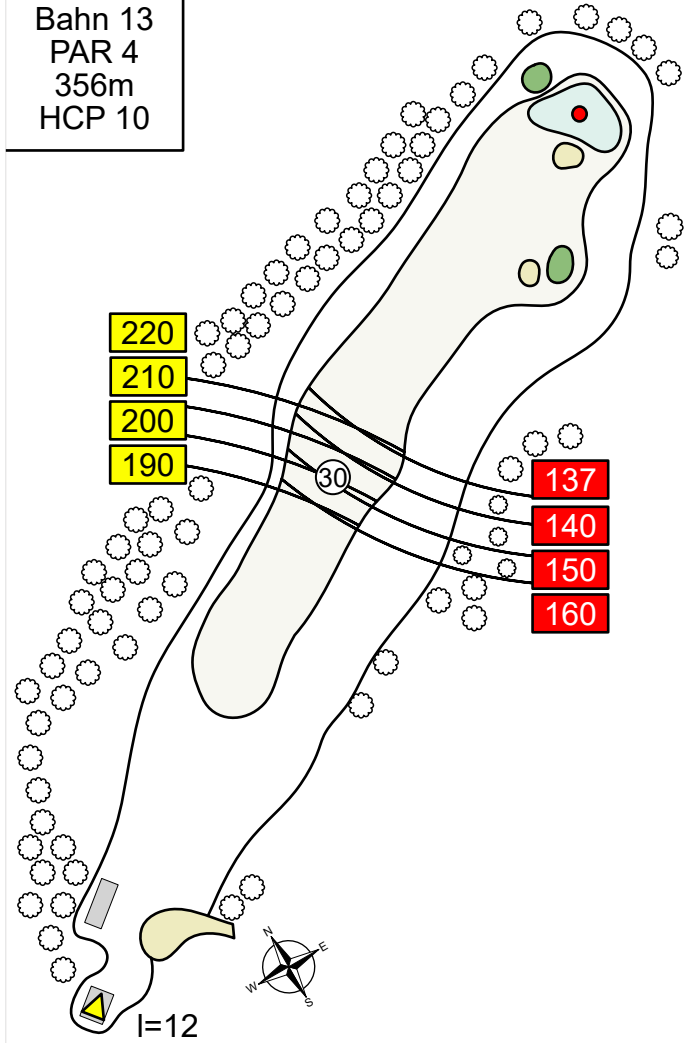


Bahn 6
PAR 4
394m
HCP 1

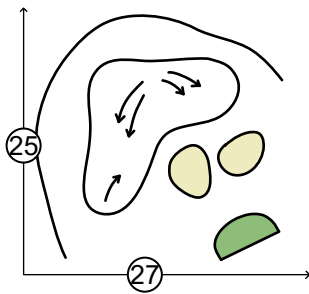
Bahn 14
PAR 4
382m
HCP 8



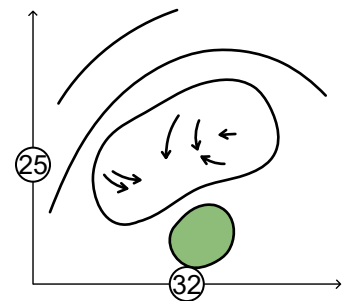
Bahn 13
PAR 4
356m
HCP 10

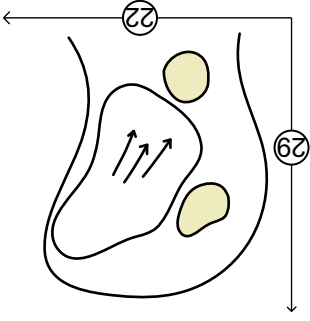


Bahn 6
PAR 4
394m
HCP 1

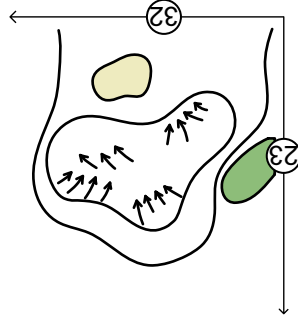


Bahn 7
PAR 4
361m
HCP 9

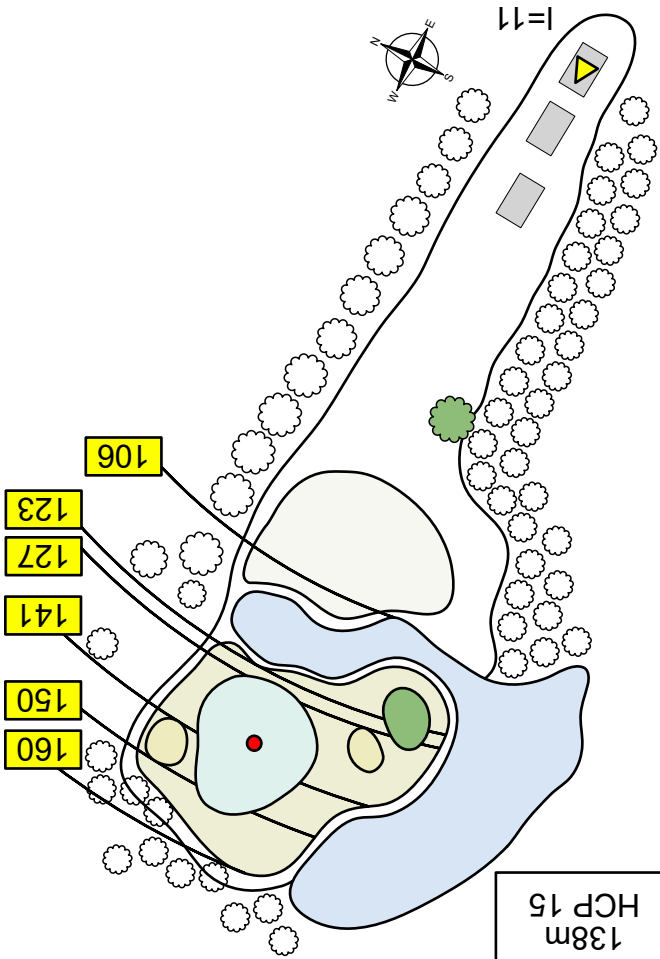




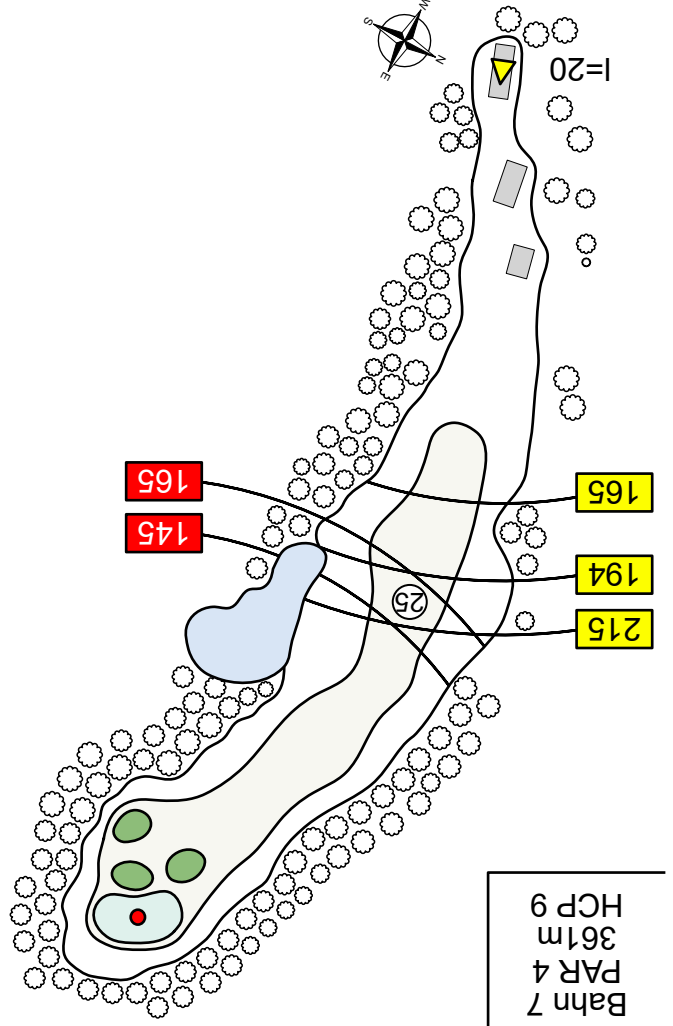
Bahn 12
PAR 5
510m
HCP 6



Bahn 13
PAR 4
356m
HCP 10

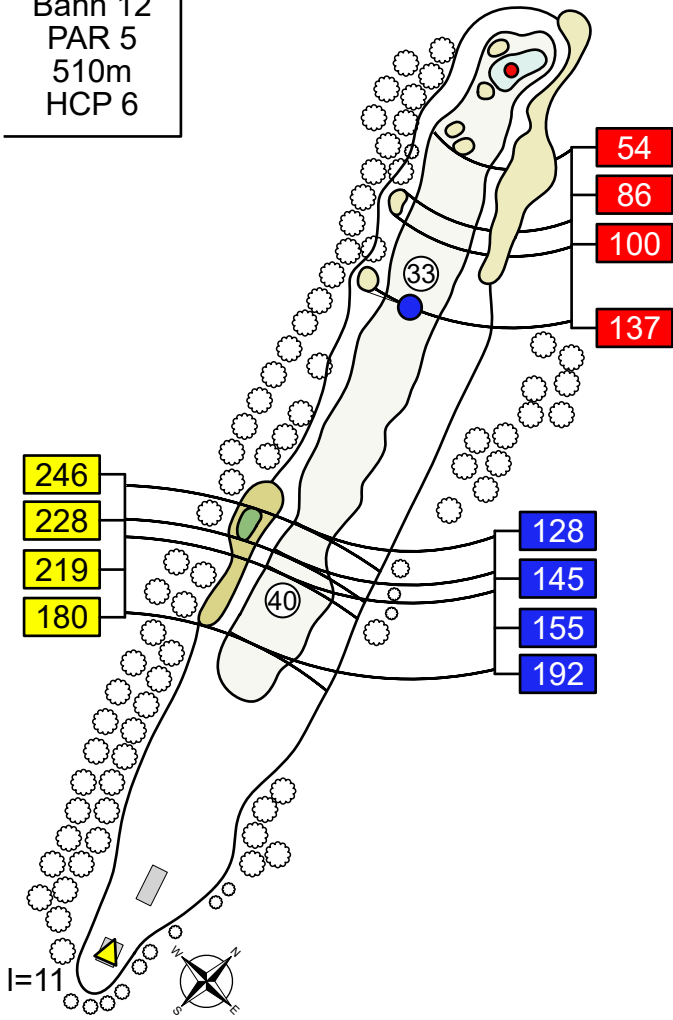


Bahn 8
PAR 3
138m
HCP 15

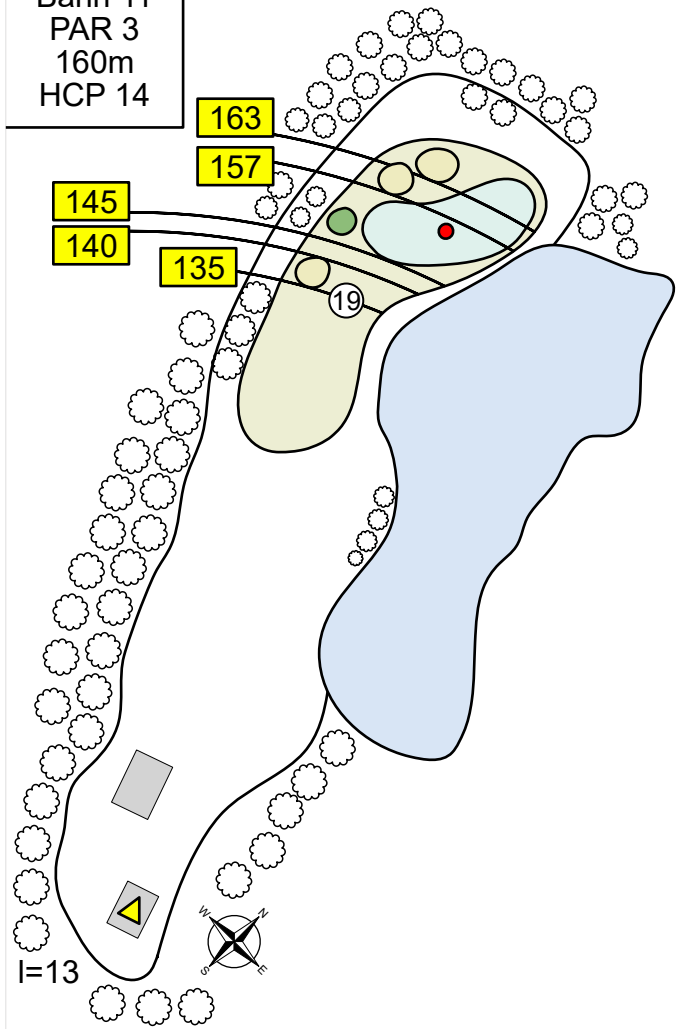


Bahn 7
PAR 4
361m
HCP 9

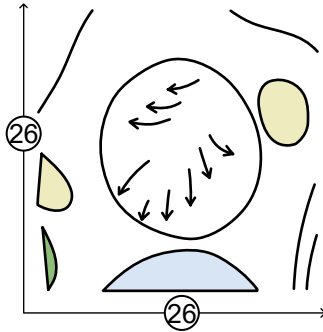
Bahn 12
PAR 5
510m
HCP 6



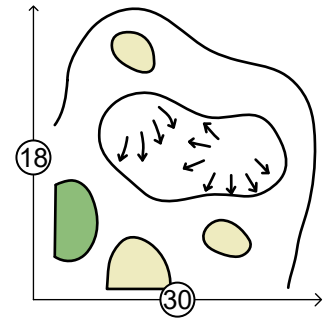
Bahn 11
PAR 3
160m
HCP 14

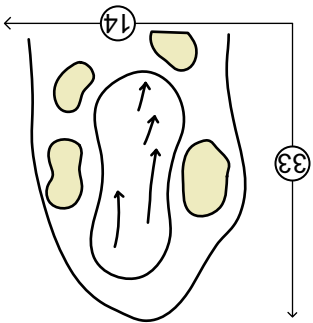


Bahn 8
PAR 3
138m
HCP 15

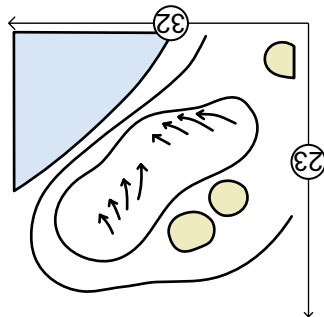


Bahn 9
PAR 5
458m
HCP 7

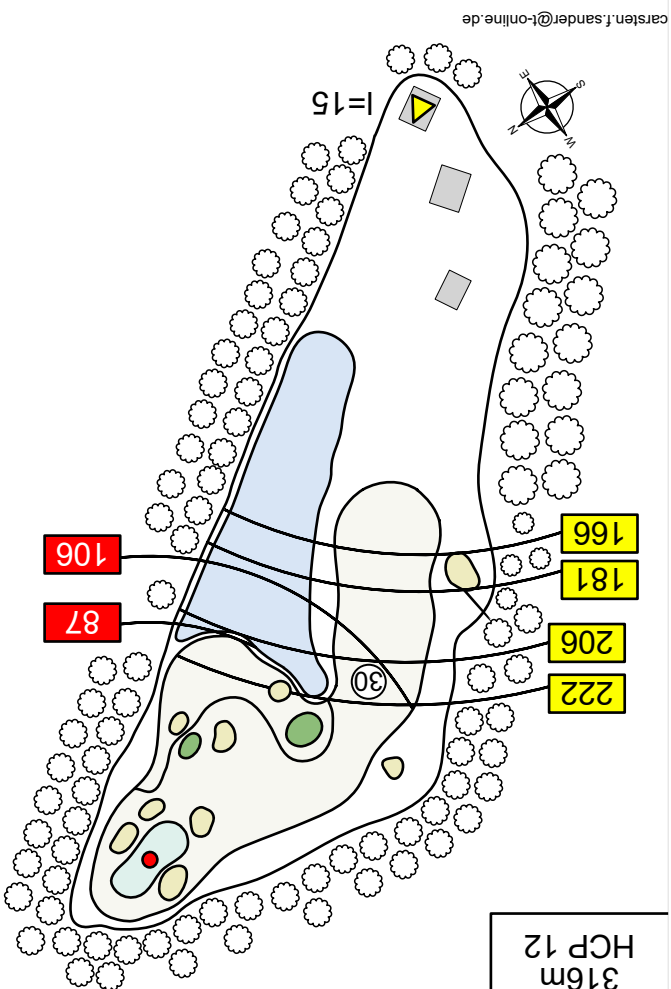




Bahn 10
PAR 4
316m
HCP 12

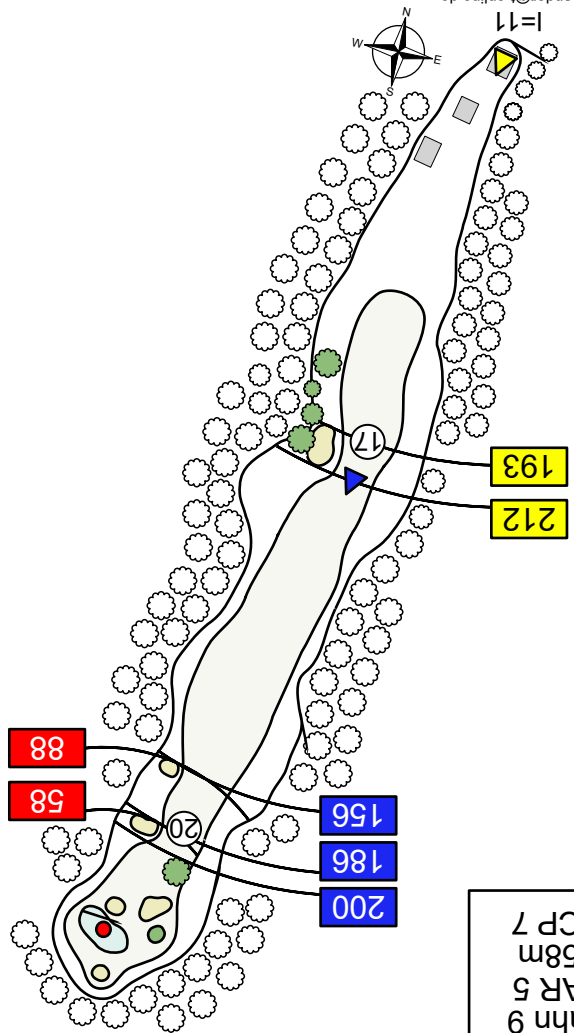


Bahn 11
PAR 3
160m
HCP 14



Bahn 10
PAR 4
316m
HCP 12

carsten.f.sander@t-online.de



Bahn 9
PAR 5
458m
HCP 7

carsten.f.sander@t-online.de