

EnduRoMania® - International enduro rally

Str. Acad. Alexandru Borza 4, RO-300022 Timișoara, GPS: N 45° 44.997' E 21° 13.839'

GSM: +40-745-161115, +40-774-54559, e-mail: sergio.enduromania@gmail.com, sven.demenyi@gmail.com

04.04.2024

CONTENTS

Page

EnduRoMania 2024 - Regulations - 2	
EnduRoMania - Navigation and evaluation of results - 8	
EnduRoMania - Rules for enduro hiking and environmental protection - 9	
EnduRoMania with motorcycle trainer and guide - 11	
Recommendation for the journey - 13	
Tourist highlights of the EnduRoMania region - 19	
Fly & Ride, low cost flights, motorcycle transportation - 32	

EnduRoMania® - International enduro rally

Str. Acad. Alexandru Borza 4, RO-300022 Timișoara, GPS: N 45° 44.997' E 21° 13.839'

GSM: +40-745-161115, +40-774-54559, e-mail: sergio.enduromania@gmail.com, sven.demenyi@gmail.com

24.03.2024

EnduRoMania 2024 - Regulations

- EnduRoMania is an international enduro meeting** that takes place several times a year and is included in the calendar of the Romanian Motorcycle Federation (FRM - member of the International and European Motorcycle Federations - FIM and UEM). Drivers of off-road vehicles (ATVs, quads, buggies, sidecars, MTBs and off-road vehicles) can also take part. The events are organized by the EnduRoMania Foundation on a non-profit basis. EnduRoMania was launched in 1995 as an instrument to promote tourism with the support of the state of North Rhine-Westphalia, continued in 1996 with EU funding and has been run on a voluntary basis since 1997.
- Type of meetings according to FIM Touristic Code:** Category B - International Gathering.
- Dates and meeting points of the events** - are listed in the registration form and on the website www.enduromania.net. The meeting point is located in southwestern Romania in Caras-Severin County and is: **Brebu Nou (Weidenthal)** near Resita and close to the Semenic Mountains. The organization office of the event is also located here. Participants must first report to the meeting point during the specified period (see § 4). The interactive map, the printed map and the EnduRoMania vignette valid for the current year will be handed out there. The EnduRoMania vignette allows participants to ride enduros on forest, agricultural and construction site roads where no explicit driving bans are indicated and is the basis for preferential treatment by the authorities. On this occasion, the current information on restricted zones such as nature reserves and other protected areas will also be handed out. The additional documentation consisting of travel recommendations, digital cartographic material, GPS coordinates, these regulations, rules of conduct, tourist highlights of the region, the list of checkpoints, etc. will be made available to participants for download from www.enduromania.net. Participants are then free to choose how they want to carry out the various programs offered on site. The meeting point can (and is used by most participants) as a place to stay overnight, but you can also stay where it seems best based on the chosen program. The organizer can assist in finding and reserving accommodation.
- Timing**

The dates are set so that you can arrive on Friday/Saturday/Sunday. From Monday morning to Friday lunchtime there is free riding and bonus points are collected. The ranking announcement and award ceremony will take place on Friday evening. Saturday/Sunday is reserved for the journey home. Of course, the participants are free to decide when they want to arrive and depart in order to stay longer at the meeting point or to visit other regions of the country.

Registration day	14 days before the start of the event
Recommended total duration with arrival and return journey:	8 days from Saturday to Sunday
Recommended journey:	Saturday and Sunday
Meeting event for the participants: getting to know each other, group formation, advice & fun get-together	Sunday evening from 20:00
Installation of the interactive navigation map on the teams' GPS devices	Saturday from 16:00
Active enduro hiking:	From Monday to Friday
Submission of track logs:	Daily but no later than Friday 16:00 Can also be sent by e-mail.
Announcement of the results and award ceremony:	Friday evening from 20:00
Recommended return journey:	Saturday and Sunday
The meeting point is supervised:	Saturday from 16:00. If the arrival is to take place before Saturday 16:00 and the departure after the following Saturday 12:00, the organizer should be informed in good time.

- National Motorcycle Federation affiliated to the FIM/UEM (FMNR): FRM - Federația Română de Motociclism**, Romania, Bucuresti, B-dul Basarabia nr. 68, etaj 4, 70139 Bucuresti, Tel 0040-21-3241734.

6. Conditions of participation -All motorcyclists and accompanying persons who agree with these regulations (as well as the FIM Touristic Code* and the FIM Environmental Code*) are eligible to participate. The following persons can participate: Motorcyclists (riders of motorcycles and ATVs with 2, 3 or 4 wheels), their co-drivers and accompanying persons (riders or co-drivers of support vehicles). An FIM/UEM license is not required for participants. Participants can travel to these international meetings with their motorcycles or transport them by trailer, truck or public transportation. The method of travel is not taken into account in the classification. In consultation with the organizer, non-public roads may also be used. The vehicles must be licensed, TÜV-approved, registered and insured. Participants must have appropriate insurance.

7. Services and benefits

- Free activity within the framework of an organized event registered in the calendar of the Romanian Motorcycle Federation (FRM - member of the international and European motorcycle federations - FIM and UEM);
- Various programs that can be selected according to your mood, interest, riding ability and fitness: Touring, Enduro (hard/soft), travel enduro, discovery, themed tourism and environmental protection;
- The results will be evaluated by adding up the bonus points awarded for the various programs of the event in accordance with point 14 of these regulations;
- Letter of accreditation from the Romanian Motorcycle Federation (FRM), which gives participants preferential treatment from the authorities;
- Enduro vignette (valid for the current year), which facilitates enduro riding on forest, agricultural and construction site roads, taking into account restricted areas (nature reserves and others) and enables preferential treatment by the authorities;
- Detailed documentation - regulations, rules of conduct and detailed digital maps of the region specifically for enduro riding, as well as basic information for GPS navigation in digital format;
- Since 2017, registered participants have received the interactive navigation system, which is available for Garmin navigation devices, PCs with Windows and cell phones with Android operating systems. The corresponding software, which contains information relevant to navigation and also enables the routes ridden to be recorded, is installed on arrival at the meeting point with the help of an EnduRoMania employee;
- Checking the control points reached and calculating the overall results is done automatically using the navigation system developed by our partner Dipl.-Ing. Sven Demenyi over the last 20 years;
- Evaluation of the results based on the submitted track logs;
- The traditional maps will be made available to participants in digital form just in case;
- Reservation of accommodation;
- Support with team building;
- Parking spaces at the meeting point;
- Participant certificates;
- Website with general and specific information;
- Various awards (medals/cups) for the participants with the three best results;
- Rescue service (subject to a charge);
- Assistance in finding experienced guides with local knowledge for group tours (subject to a charge);
- Alternative program for accompanying persons (subject to a charge if costs are incurred).

8. registration fee

An individual entry fee is charged for drivers and co-drivers. Accompanying persons who are not driving can participate free of charge. The applicable entry fees can be found on the registration form.

9. Travel routes from Western Europe

Arrivals and departures can be made at any time, allowing participants to spend longer in Romania to explore the country on their own by enduro or otherwise. It is recommended to make the journey there and back by car and trailer to stay fit for enduro riding. The recommended border crossings from Hungary to Romania can be found in the separate travel recommendations. For those who wish to travel by plane, bus or train and "trailer-free", the transport of registered motorcycles to and from the event, including customs formalities, can be arranged through a forwarding agent or a travel company. Please contact the EnduRoMania organization.

10. Accommodation and catering options

The tourist infrastructure in Romania in general and in the southwest of the country in particular is inadequate. Wild camping is officially prohibited in Romania, but is practiced and tolerated. The organizer advises against wild camping. Up-to-date information on accommodation will be provided on arrival. Accommodation at the event venue is available at the EnduRoMania Headquarters & Campsite, in private accommodation and on farms. The organizer will assist participants with booking and accommodation on site.

11. Driving & refueling and calling in Romania

The traffic rules and signs generally comply with European standards. It is recommended not to drive at night, as horse-drawn vehicles, agricultural machinery, heavy trucks and animals may be on the road without lighting. Construction site signage is also poor compared to Western European standards. Road boundaries are often not marked. Modern and fast motorcycles are still unfamiliar in Romania and are therefore underestimated by car drivers and other road users. Helmets are compulsory for motorcyclists. The zero-alcohol rule applies to alcohol consumption. Petrol stations are relatively rare away from the main road network. Petrol stations with compressed air and technical service are rare. On the main roads and in the cities you will find modern filling stations that belong to international companies (e.g. Shell, Mol, OMV-PETROM, ROMPETROL, Gazprom and Lukoil) and are very well equipped. There are tire services on the main roads. Please note: There are no petrol stations at the EnduRoMania meeting point in Brebu Nou. The nearest petrol stations are 18 km away (from the meeting point in Brebu Nou). The nearest petrol stations from Brebu Nou are in Slatina Timis on the E70 and in Valiug on the connecting road to Resita. Making calls in Romania - Cell phones are very common in Romania and in the EnduRoMania area you can expect over 90% cell phone reception. The EU telephone rules apply.

12. Registration of arrivals and reception of participants

The meeting takes place from Saturday (from 4.00 pm) to Sunday (8.00 pm). In practice, participants arrive over a longer period of time. If an earlier arrival is planned, this should be communicated so that the hosts can also prepare for this. Late arrival should be avoided, as this can lead to unrest and communication problems. The arrival of each participant will be registered, assistance will be provided with moving into accommodation and the vignette will be handed out at this time. The interactive navigation software will be transferred to the participants' devices on arrival. The arrival of participants is usually spread over several days, but there may be a rush if several groups arrive at the same time. We ask for your understanding for any waiting times during the welcome and briefing. The participating teams and the members of the organizing group will be introduced during the "get-to-know-you" session on Sunday evening. On this occasion, incomplete teams will also be completed to at least 3 participants.

13. **Parking lot (free) & technical service (subject to charge)** -Both are located on the premises of the meeting point.

14. The EnduRoMania programs

Bonus points will be awarded to the motorcycle teams that distinguish themselves through their riding skills and their ability to read the available maps, orient themselves and find the best routes to reach the checkpoints (CP) specified by the organizer. Reaching a checkpoint is not mandatory for the classification and it is up to each team to decide whether and which checkpoints are reached. The checkpoints are chosen so that the participants come into contact with both attractive landscapes and riding conditions relevant to enduro riding / enduro hiking. The number of checkpoints and the distances to be covered are chosen so that it is unlikely that all checkpoints will be reached in the allotted time. As most of the roads are in very poor condition, it is recommended that you only ride during the day to reduce the risk of accidents.

Participants must be aware that these are not marked or secured routes, but routes that are still used for commercial purposes. This means that they must always drive with consideration in order to protect people, animals and themselves from accidents. The routes to be used are part of a network of several thousand kilometers in length. It is therefore not possible for the organizer to check the routes at the end of the day's program. For this reason, each team must consist of at least three participants in order to be able to operate independently.

NOTE: The checkpoints can be reached on all routes that are not explicitly closed. Participants must ensure that they do not cross any restricted areas. Some restricted areas are clearly marked, others are not. These restricted zones are clearly marked as protected areas on the paper and digital maps. The "**EnduRoMania navigation and evaluation of results**" section describes the method currently used. Three **EnduRoMania Classic events** and one **EnduRoMania Special Big Bike Adventure event** are planned.

14.01. EnduRoMania basic program ENDURO TOURISM - The CPs are located in scenic areas and require good GPS navigation skills of the participants. The higher the value of a CP, the further away it is from the EnduRoMania headquarters. The CPs are marked on the navigation documents with red flags and "place name".

14.02. EnduRoMania basic program ENDURO TOURISM History - This program includes CPs in areas with historical character (abandoned industrial sites, waterways for timber transport, viaducts, tunnels, all built between 1870 and 1910). Good GPS navigation skills of the participants are required to reach them. The higher the bonus points of the control points (CP), the more difficult it is to reach them. The CPs are marked with blue flags and "Hxxx" in the navigation documents.

14.03. EnduRoMania basic program HARD-ENDURO - This program includes CPs that are located in areas that are criss-crossed by trails with difficult obstacles and that require good GPS navigation skills as well as good hard enduro experience on the part of the participants in order to reach them. The higher the value of a CP, the more

difficult it is to reach. The CPs are marked with green flags and "E1xxx" in the navigation documents.

- 14.04. EnduRoMania basic program HILL-CLIMBING** - This program includes CPs that are located in areas that can be reached via very steep slopes and that require good GPS navigation skills as well as good hard enduro experience on the part of the participants in order to reach them. The higher the value of a CP, the more difficult it is to reach. The CPs are marked in the navigation documents with a red pin and "CLxx".
- 14.05. EnduRoMania basic program for touring ENDUROS** - Also applies to **Special Big Bike Adventure** - This program includes CPs that are located on routes that are also suitable for touring enduros and can be ridden on unpaved gravel roads. The higher the value of a CP, the more difficult it is to reach. The CPs are marked in the navigation documents with a blue pin and "point name".
- 14.06. Special rehearsal regularity test, which is driven according to a specified GPS track (as required)** - This test can consist of a 10.50 km circuit in the immediate vicinity of the EnduRoMania headquarters. The track must be ridden once clockwise and once counter-clockwise. The times are taken for each lap and the team with the lowest time difference wins.
- 14.07. Environmental protection program (as required)** - The EnduRoMania platform is particularly suitable for detecting environmental damage in areas that are difficult to access. Therefore, participants are encouraged to discover this damage by digitally documenting the environmental damage.
- 14.08. Alternative program (as required): Thematic Tourism & Sports Program** - The checkpoints corresponding to a specific tourism or sports character are grouped together in "checkpoint families" and additionally listed on separate forms. Teams that have demonstrably reached all the checkpoints belonging to a family receive an additional bonus, which is added to the overall result. Examples of such "checkpoint families" are: "Monasteries", "Special places", "Beautiful views", "GPS", "Hard enduro", "Reservoirs", "Nostalgic railroad", etc.
- 14.09. Combination program** - The choice of program or the combination of destinations of different programs is up to the participants. For example, a team that is mainly interested in the Enduro program can also visit checkpoints of the Travel ENDUROS program. As the Enduro areas are generally far apart and it is not practical to ride long asphalt routes on off-road bikes, riders of such bikes receive full bonus points for reaching a checkpoint of the Travel ENDUROS program, even if they transport their motorcycles over long distances by trailer. This means that, in extreme cases, enduro riders will receive confirmation of reaching the checkpoint even if, for example, they travel to the checkpoint by car with the motorcycle on the trailer. This applies as long as no more than one checkpoint is reached in chronological order in this way. The use of this method to maximize bonus points is excluded. Touring riders are not disadvantaged by this regulation, as they can also drive to many "enduro checkpoints" with careful planning and by accepting correspondingly bad roads.
- 14.10. EnduRoMania with motorcycle coach and guide** - The EnduRoMania regulations allow teams to take part in the EnduRoMania Classic even if they have a coach and guide integrated into the team either temporarily or permanently. This is allowed because teams traveling with a coach/guide usually drive slower than teams that are focused on efficiently collecting bonus points. The objectives of teams that hire a coach/guide are mainly focused on enduro training and getting to know the country and its people.

15. The control points:

Enduro Tourism	80
Enduro Tourism History.....	20
Hard Enduro.....	51
Hill Climbing.....	29
Big Bike / ReiseEnduros.....	89
Big Bike Adventure.....	89
<hr/>	
Total number of dr CPs.....	269

All specified checkpoints can be approached as part of all planned programs for the year and count towards the team's overall result.

In summary, it should be emphasized that there are no prescribed routes. Reaching the checkpoints is not mandatory. Bonus points are awarded for reaching the checkpoints. The amount of bonus points depends on the distance to the checkpoint and the difficulty of the route.

- 16. Teams for the Enduro programmes** -For safety reasons, participants must be organized in teams of at least three

riders during EnduRoMania. If a team member has an accident or gets lost and the other team members reach the finish without having helped them, they will be disqualified. Participants who help members of other teams or locals in distress will be rewarded with bonus points. The composition of the team must be clearly indicated in the EnduRoMania scoring system with first and last names. Participants who have difficulties forming a team must report this to the organizer so that they can be integrated into existing teams. At the latest during the introductory meeting, it will be ensured that all teams are completed to at least 3 participants. A team that falls below the minimum number of 3 members during the event must make efforts to find a replacement. The organizers can help with this. Participants may change teams as often as they wish, but this must be clearly noted in the EnduRoMania scoring system.

17. Evaluation of the results -Participants must meet the deadline for submitting the GPS recordings at the times indicated in the table of dates and timetable of events (Art. 4). The GPS recording of the routes driven can also be sent by e-mail. Exceptions can be made in consultation with the organizer. The jury may set penalty points for late submission of the recorded track logs. The results will be evaluated as described below:

- **The decisive evaluation of the team results** is carried out by adding the bonus points achieved by reaching the control points. Additional bonus points from valid special programs and penalty points are added or subtracted.
- **There are bonus points** for participants who ride small displacement machines: 20% more for machines up to 50 cc and 10% more for machines up to 125 cc.
- **Bonus points for assistance** - Participants who help other team members, locals or tourists in emergency situations will be rewarded with bonus points. The judging panel determines these bonus points on a case-by-case basis.
- **Bonus points for recommending and documenting new checkpoints and/or particularly attractive routes** - The evaluation jury determines these bonus points on a case-by-case basis.
- **Penalty points** - are awarded for: loud exhaust noise, oil stains, turf, driving too fast in built-up areas, leaving existing paths, unnecessary wheelies, uncontrolled driving, damage to property, etc.
- **The bonus points for the regularity test are added to the overall result if applicable.**
- **Participants** who behave negligently, deliberately leave the existing paths, obstruct people at work and disturb animals **will be disqualified.**
- **Computerized evaluation of results** - based on the distances recorded for each team. This also allows interim results to be determined on the basis of the teams' recorded distances sent by e-mail.
- **Evaluation of the EnduRoMania Anytime results** - can take place at the end of the year if expressly requested. For this purpose, an overall ranking for all participants who took part in the EnduRoMania will be compiled at the end of the year. The results will be published online. To ensure that the Classic and Anytime results are comparable, **ONLY** the EnduRoMania Anytime results from 5 consecutive days will be added together.

18. Awards and certificates -are presented to the athletes who have collected the most points and have distinguished themselves through special achievements and merits. All participants in the EnduRoMania Classic and BigBike Adventure will receive certificates.

19. The publication of the results of the EnduRoMania Classic / BigBikes Adventure and the presentation of the trophies and certificates will take place at the meeting point and according to the schedule (see Art. 4). The results of the EnduRoMania Anytime with ranking list will be published on the Internet, the trophies will be handed over by post.

20 General provisions

By signing the entry form or online registration and/or accepting the event documents (including these regulations) and/or the entry form, the following conditions are deemed to have been accepted: Participants (drivers, co-drivers, accompanying persons, owners and keepers of vehicles) participate in the event at their own risk. They bear sole civil and criminal responsibility for any damage caused by them or their vehicles.

In addition, the following waiver of liability applies: By signing the entry form (or online registration) and/or by accepting the event documents and/or the entry form and/or by participating in the event, the participants (drivers, co-drivers, accompanying persons, owners and keepers of the vehicles) waive any right of action or recourse against natural or legal persons who are directly or indirectly involved in the organization and execution of the events in the event of accidents or damage suffered in connection with the events.

The participants (drivers, co-drivers, chauffeurs, owners and keepers of the vehicles) accept all the regulations of the organizer as well as the decisions of the jury.

Each participant (driver, co-driver, co-pilot, owner and keeper of the vehicle) must respect and comply with these regulations and the traffic regulations in force in Romania.

Neither the FIM, the UEM, the Romanian Motorcycle Federation (FRM), nor the organizer EnduRoMania Foundation or its employees are liable for any damage caused to participants or third parties.

EnduRoMania Foundation

This page is intentionally left blank

EnduRoMania - Navigation and evaluation of the results

EnduRoMania has been built since the beginning of 1995 with the help of modern concepts and technologies such as shareware, crowdsourcing, networking, internet, GPS, mobile telephony, digital photography, which are widely used today. For example, the first EnduRoMania website was created in 1996, and by recognizing the navigation potential of GPS at an early stage, we started to digitally record the geographical information in the "off road" area in Southwest Romania as early as 1999, so that today we have an interactive detailed navigation map in the so-called "off road" area in Southwest Romania. No other existing navigation system (such as ROAD by Garmin, Openmaps, TomTom, Igo etc.) can offer this. We have achieved this by keeping and editing the tracklogs recorded during the Eduro tours with the GPS devices. It should be emphasized that so far no existing GPS navigation system has mapped the EnduRoMania region away from the main roads and cities in detail and captured it in a comparable way with the characteristic high dynamics of change in the infrastructure through concrete systematic driving. A so-called "Interactive Routable Demo Map and GPS Info" (the interactive demo map covers approx. 5% of the area of the EnduRoMania region) is available to all visitors to our website in order to publicize the outstanding qualities of the interactive navigation system developed by EnduRoMania partner Sven Demenyi (sven.demenyi@gmail.com).

After three decades of EnduRoMania with over 200 Classic events held to date, it has become clear that there are hardly any EnduRoMania teams who navigate without a GPS device to reach the checkpoints. For this reason, we have decided to dispense with extensive printed documentation as a navigation aid and basis for evaluating the results and to rely mainly on the interactive map and the recorded track logs for navigation and evaluation of the results.

As usual, participants can download the coordinates important for navigation from the EnduRoMania server in GDB and GPX format. A PDF file with the refreshment stations in the EnduRoMania region can also be downloaded from the server. From 2017, registered participants will receive an interactive navigation map that will be installed on their devices upon arrival at the EnduRoMania headquarters in Brebu Nou. The interactive maps are available for the following devices: GARMIN GPS navigation devices, Windows PC-s and Android compatible smartphones and tablets.

Digital determination and evaluation of results - based on the tracks recorded for each team. This even makes it possible to determine the interim results for each team every day based on the track recordings sent by e-mail. The special "regularity test" can also be carried out on request this year. This consists of a 10.50 km circuit in the immediate vicinity of the EnduRoMania headquarters, which must be driven once clockwise and once counter-clockwise. Times are taken for each lap and the team with the lowest time difference wins.

For those who exceptionally do not have a GPS device or whose device is defective, there is still the alternative of obtaining the printed maps for navigation. The digital photos are still valid as proof of reaching the checkpoints. In addition, there are also five detailed enduro maps (1:100000) in digital form for the following EnduRoMania areas: 1 - Tarcu - Muntele Mic region, 2 - Semenic region, 3 - South Banat Mountains region up to the Danube, 4 - Locvei Mountains / Oravita region and 5 - Dognecea and Pogonis Mountains region. The coordinates on these maps are shown in a 1' grid (one minute = 1.86 km horizontal grid spacing and 1.31 km vertical grid spacing), which allows normal orientation. The supplied coordinates of the control points are available in the following formats: *.gdb for "Map Source" & "Base Camp" and *.gpx for "Oruxmaps/Android app, LocusMaps/Android app Google Earth". In addition, there is a sixth map showing the overview of the EnduRoMania Classic checkpoints, a seventh map for the special program (Hard Enduro) and an eighth map for the history program. The above-mentioned maps are available to registered participants in digital form while stocks last.

The coordinates of the planned checkpoints are available to registered participants for download in digital form. In exceptional cases and while stocks last, the documents and maps will also be available in printed form on site.

EnduRoMania - Rules for enduro hiking and environmental protection

EnduRoMania has been organized in the southwestern region of Romania since 1995 and the poor infrastructure and low population density have been used to turn this region into an internationally renowned and popular enduro touring area. The friendly population, the positive and understanding attitude of most EnduRoMania participants, the official support of the central and local authorities and the resulting tourism and economic promotion have led to an exemplary and harmonious development. Unfortunately, not all participants are aware that many people live and work in the area where they pursue their hobby and that there are also rules that must be observed. Despite their positive attitude towards enduro riders, many locals cannot accept it when they are inconsiderately disturbed in their work. Due to the few but serious incidents in recent years, it was decided in consultation with the central, regional, district and municipal administrations that only those who know and want to comply with the environmental protection and behavioral rules will be given permission (and the enduro vignette) to pursue their hobby of enduro hiking on the appropriate trails in the region. This means that only those who have taken note of the environmental and behavioral rules listed below will receive the enduro vignette. This enduro vignette (valid for the current year) entitles participants to ride enduros on specific and appropriately marked forestry, agricultural, construction site and supply roads in alpine terrain where no public traffic is possible.

It should be noted that persons who do not comply with these rules may be prosecuted by the police, forestry and environmental officials and the municipal police. Negligent behavior can also be punished by the angry local population.

The legal basis for the organization of EnduRoMania is the "Manual for the Promotion of Active, Sports and Adventure Tourism", issued by the Caras-Severin County Council, in which the chapter Enduro Hiking is relevant for the participants of EnduRoMania.

Please read and observe the following rules. It is assumed that by receiving the event documents and/or the registration form and/or these rules and/or the enduro vignette, these rules are known and will be observed. Anyone who does not adhere to these rules may be excluded from the event and may face criminal charges.

1. General and environmentally friendly behavior when enduro hiking

- **The vehicles must be registered, have valid technical inspections, have license plates and be insured accordingly.**
- **Participants must have the appropriate insurance.**
- Use **intact, serviced exhaust systems.**
- Use **unleaded gasoline**, preferably low in sulphur.
- Use **biodegradable chain spray.**
- Use suitable canisters and funnels **for refueling.**
- **If there are any leaks** on the motorcycle, **rectify them immediately.**
- **Only use existing paths.**
- **Do not drive on agricultural land**, even if it is uncultivated or freshly harvested.
- **Ride very slowly in built-up areas and on unmade roads**, because animals and people do not expect fast motorcycles and accidents can easily occur.
- **"Loud is out"** even in the godforsaken settlements of the EnduRoMania region. Because of the village tranquillity, a two-wheeled enduro is very unpleasantly conspicuous here, even with a German-approved exhaust system.
- Drive slowly enough **on dusty roads** in built-up areas to avoid stirring up the dust, as most of the life in the villages takes place on the road and the people, animals and buildings suffer as a result.
- **When encountering pedestrians**, reduce your speed to "jogging speed", make eye contact and always greet them in a friendly manner (even a "Buna Ziua - Good day" under your helmet usually ensures a friendly reaction).
- **Do not drive around difficult sections** (otherwise the paths will become wider and wider), but use them as a "sporting" challenge.
- **If you have to leave a path**, stay in the same lane if possible and watch out for plants. As little "slippage" as possible.
- Be considerate of **forest plantings.**
- Respect **fences and gates**, always close open gates.

- If **game** is **startled**, reduce speed, do not rush, allow the animals to escape.
- If you pass **horses/carriages**, be extremely considerate (may also require you to turn off the engine or stop briefly).
- Be informed **about the hunting grounds and restricted zones** and **respect** them.
- **Entering national parks / nature parks / restricted areas and disregarding the relevant rules is punishable by law.**
- **The EnduRoMania vignette is not an excuse for disregarding the legal rules.**
- Please refrain from **"high-fiving" spectators (usually children)** who often challenge you, as this can lead to accidents. There have been cases where irresponsible spectators have tried to pull the rider off the bike.
- **Participants must ensure that they are** not riding on marked or supervised routes, but on routes that are still used for commercial purposes. This means that you must always ride with consideration in order to protect people, animals and yourself from accidents.
- **The trails to be used are part of a network** consisting of several thousand kilometers in total length. For this reason, the routes cannot be checked by the organizer after the end of the day's program. Therefore, each team must consist of at least three participants in order to be able to act independently.
- **No "wheelies" PLEASE - the often encountered enthusiastic spectators (mostly children) ask the passing participants to do "wheelies" (pull up the handlebars while riding and ride on the rear wheel), which is not recommended because it is prohibited by law, can lead to accidents and is the basis for severe criticism. "Wheelies" are considered IMPORTANT by experienced enduro riders!!!**

- | |
|--|
| <ul style="list-style-type: none"> • Caution: On the mountain trails, you will often encounter animals with or without human company. Pay particular attention to horses and cattle, which react wildly to the sound of the engine and can therefore be very dangerous. It is best to stop in such situations, switch off the engine and wait until the animals have moved away. Sheep can block the road over long distances and can be particularly annoying for your progress. In this case, move past the flock very slowly. The shepherd will usually make every effort to ensure that you make good progress and that his flock stays together and on the path. • Dogs can also be dangerous, especially if you try to escape in difficult terrain and fall. In any case, keep calm, stop if necessary and if the dogs get too close, let the engine roar to keep them away. However, there has already been one nasty incident when a participant ran over and killed a dog and the indignant owner demanded compensation on the spot. • Poisonous snakes & scorpions - They can be found in the southern regions in particular. Appropriate caution is recommended. If someone does get bitten, a doctor or paramedic should be consulted as soon as possible in the nearest settlement. |
|--|

Timișoara, 31.01.2024
EnduRoMania Foundation

EnduRoMania with motorcycle trainer and guide

Sven Demenyi is a German-born mining engineer from the EnduRoMania region and has been involved in the creation of the Interactive Navigation Map for 17 years, which will be the official EnduRoMania navigation base from 2017. Sven Demenyi offers the following:

- Experienced guide with in-depth knowledge of the EnduRoMania region;
- Selection of the places that are best for the specific driving skills of the teams;
- For tours with: Enduro, sports enduro, ATV, quads, buggies;
- On request, navigation can also be practiced with the help of maps and GPS navigation devices;
- Enduro hiking, enduro sports on the best and most suitable trails, hard enduro;
- The routes: A mixture of easy off-road and forest trails with historical sights;
- A mixture of easy, medium to hard enduro routes;
- From Weidenthal to Anina on a railroad line that was built in 1909 during the time of Austria-Hungary;
- German-speaking;
- **The routes and daily schedule are adapted to your wishes, your riding style and your experience.**

Prices:

- 150 euros per day per group.
- 5 in the group = 30 € per person and day
- 4 in the group = 37 € per day per person

We can also offer you complete weekend or week packages including accommodation and meals, airport transfers and motorcycle rental with tour guide as part of EnduRoMania Anytime. In order to calculate the additional costs, please provide us with the following information:

- Arrival day (arrival time)
- Number of rental motorcycles required
- Number of off-road driving days

Sven Demenyi Contact:

- sven.demenyi@gmail.com
- GSM: 0040-774654559

Experience:

- TrackManager for [GPS Trophy since 2007;](#)
- TrackManager for [CBC 2014,;](#)
- Organized tours for enduro motorcycles, sport motorcycles, quads, trials bikes, ATVs, Buggy SxS,
- Developer of [GPS offroad maps](#)

Links from Sven Demenyi

Personal Facebook page:

<https://www.facebook.com/sven.demenyi>

Routes in the EnduRoMania area with historical sights

- <https://istoriabanatului.wordpress.com/tag/anina/>
- <http://www.karpatenwilli.com/foto04.htm>
- <http://www.banater-berglanndeutsche.de/home.php?id=a13b15c1de&adm>
- <http://www.banater-berglanndeutsche.de/home.php?id=a13b4c1de&adm>

Sven Demenyi Your off-road tour guide in Romania In partnership with:

www.enduromania.net;

<http://www.facebook.com/enduromania>

31.01.2022

Recommendation for the journey to EnduRoMania

Head office in Brebu Nou

Arrival and return journeys can be made at any time, so that participants can stay in Romania for a longer period of time to get to know the country by enduro or otherwise. **We recommend traveling there and back by car and trailer in order to stay fit for enduro riding. The usual travel maps (e.g. ADAC European maps) are sufficient for the journey.** Modern navigation devices are ideally suited for the journey (including smartphones).

Romania joined the EU on 01.01.2007 and in principle the border traffic rules between EU states apply. A **passport** is not absolutely necessary, as you can also enter and leave the country with an identity card.

Green insurance card (International Motor Insurance Card) may still be required when entering Romania and for driving in the country.

Arrival by plane - EnduRoManiacs who don't like the long journey to and from Timișoara have the option of traveling to Timișoara with Lufthansa. Low-cost providers such as Wizz Air fly to Timișoara. The EnduRoMania headquarters in Brebu Nou is approx. 130 km away from Timișoara airport and the enduros can be transported by freight forwarder (see the file "Motorcycle transportation - low-cost flights and motorcycle rental").

Currency exchange - The exchange offices at the border crossings usually offer an unfavorable exchange rate. To change money, you should use the well-signposted exchange offices in Timișoara, Resita, Lugoj or Caransebes, some of which are open 24 hours a day (in Romanian: Casa de Schimb Valutar). You should avoid "black exchange" on the street because you can be cheated. Cash can also be withdrawn from ATMs using Eurocard and major credit cards. You can pay for petrol by credit card at most modern petrol stations.

Driving in Romania - traffic rules and signs are generally in line with European standards. It is recommended to avoid driving at night, as horse-drawn carts, agricultural machinery, heavy trucks without lights and animals may be on the road. Warning signs for construction sites are also poor compared to Western European standards. Very often the road boundary is not marked. Modern and fast motorcycles are uncommon in Romania, and as a result, car drivers and other road users underestimate motorcyclists. Wearing a helmet is compulsory for motorcyclists. Alcohol is absolutely taboo (the no-drinking rule applies).

Road toll ("Rovinieta") - Anyone traveling by car in Romania must pay a general road toll ("Rovinieta"). Drivers then need a vignette to drive on the Romanian road network. The price of the vignette depends on the vehicle's emission category (indicated by a numerical code in the vehicle registration document) and is available from the post office and PETROM petrol stations. **Drivers found on Romania's road network without a valid vignette will be fined between 80 and 120 euros. Further information can be obtained by calling 0040-21-2223603 or visiting <http://www.roviniete.ro> and www.andnet.ro.**

Refueling in Romania - Petrol stations are relatively rare outside the main road network. Petrol stations offering compressed air and technical support are rare. Fortunately, modern filling stations belonging to international companies (e.g. ÖMV-Petrom, Rompetrol, Shell, Mol, Gazprom and LukOil), which are very well equipped, can be found on the main roads and in the cities. There are tire service stores on the main roads.

Making calls in Romania - Mobile phones are very common in Romania and in the EnduRoMania area you can expect almost 100% cell phone reception. You should make sure that you are registered with one of the three major cell phone providers (Orange, Telekom or Vodafone). Experience has shown that you are better off with Vodafone, but there may be areas where you have a better connection with Orange. The EU telephone regulations apply.

<p>Caution: There are no gas stations at the meeting point of EnduRoMania in Brebu Nou. The nearest gas stations are 18 km away (Slatina Timiș and Văliug). It is therefore advisable to take precautions by using the last petrol station reached to fill up the tank on the daily return journey to the meeting point.</p>

The relevant border crossings between Hungary and Romania

To travel from Hungary to Romania, two alternative border crossings can be used. These are:

The shortest way to get to the EnduRoMania meeting points is via the Kiszombor/Cenad border crossing, which is open non-stop and where cars and trucks up to 3.5 tons can pass. This makes the route around 40 km shorter than via the Nădlac and Arad border crossings.

The **main border crossing** between Hungary and Romania is **Nădlac**. It is open 24 hours a day and can be used by all vehicles. What can happen, however, is that vehicles registered as trucks have to use the truck queue, which can be particularly time-consuming. Negotiating skills are required in this case.

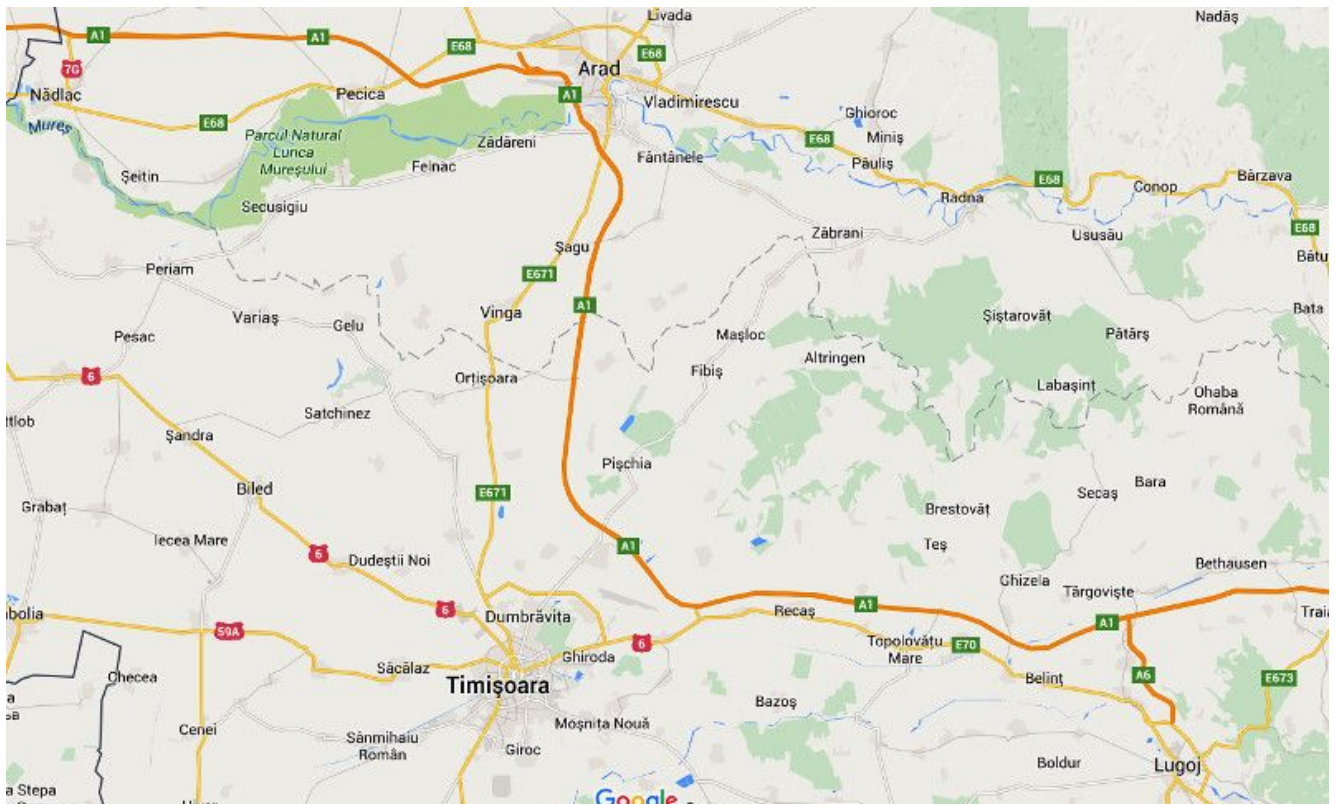
The journey from Western Europe

For those arriving in a hurry, the modern toll highway **Vienna - Budapest - Kecskemet - Kiskunfelegyhaza - Szeged - Mako - Nădlac** is recommended. If you do not intend to visit Budapest, you should use the southern bypass (expressway with a speed limit of 80 km/h) to get directly onto the highway in the direction of Szeged.

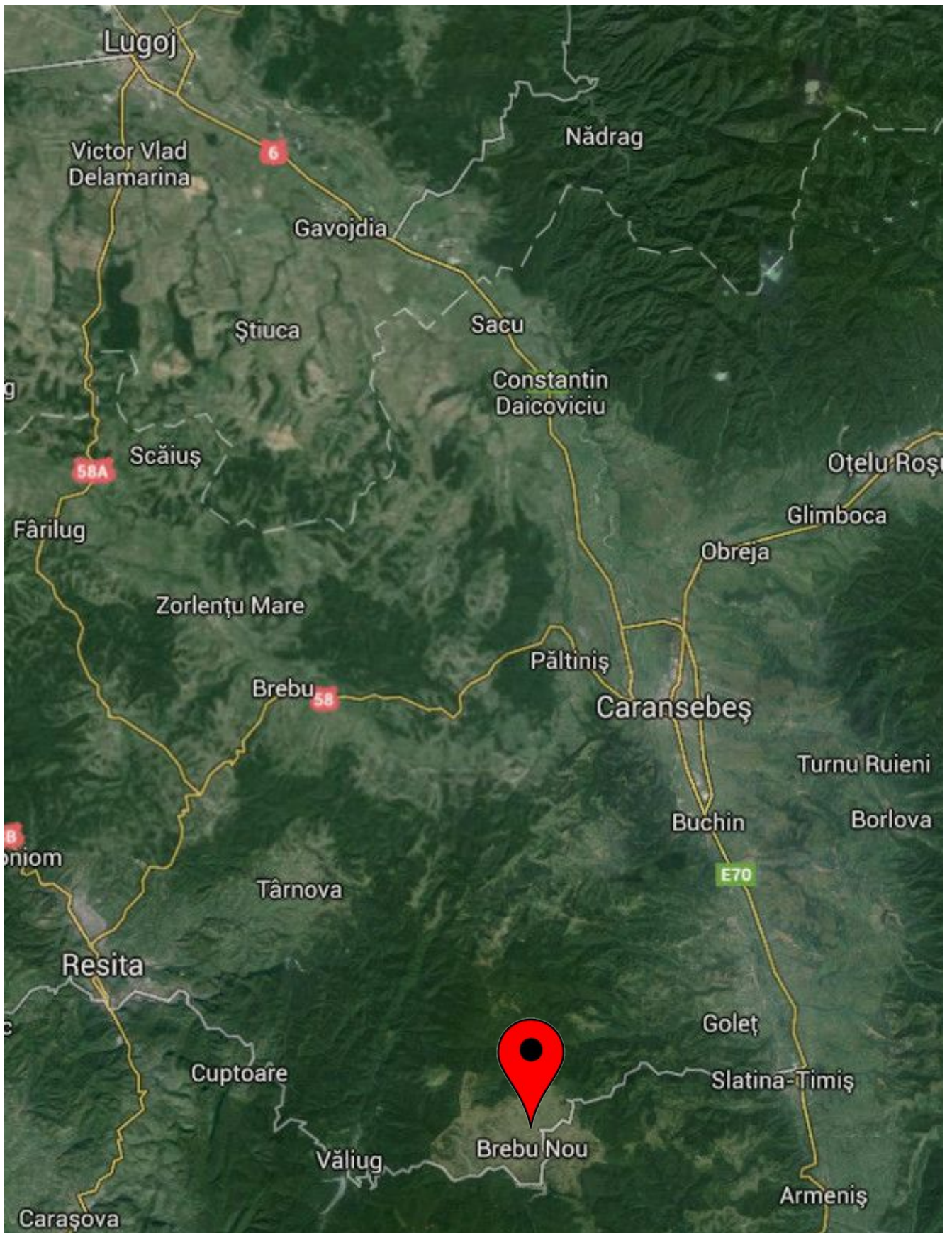
From the **Kiszombor/Cenad border crossing, you can get directly to Timișoara** without having to drive through Arad, shortening the route by around 40 km compared to Nădlac - Arad - Timișoara. *Border crossing Kiszombor/Cenad - Timișoara and from there the route via the European road E70 via Caransebes - Slatina Timis - Brebu Nou. The Slatina Timis - Bebu Nou section has also been open to cars since 2011, as this section of the road has been modernized.*

The new highway A1 can be used from Nadlac to Lugoj

This alternative is approx. 40 km longer than the route via Mako - Cenad - Timisoara - Lugoj, but is preferred by most EnduRoManiacs. The current situation of the new A1 highway and the connection at Lugoj to the E70 to continue to Caransebes / Slatina Timis / Brebu Nou is presented on the maps below.

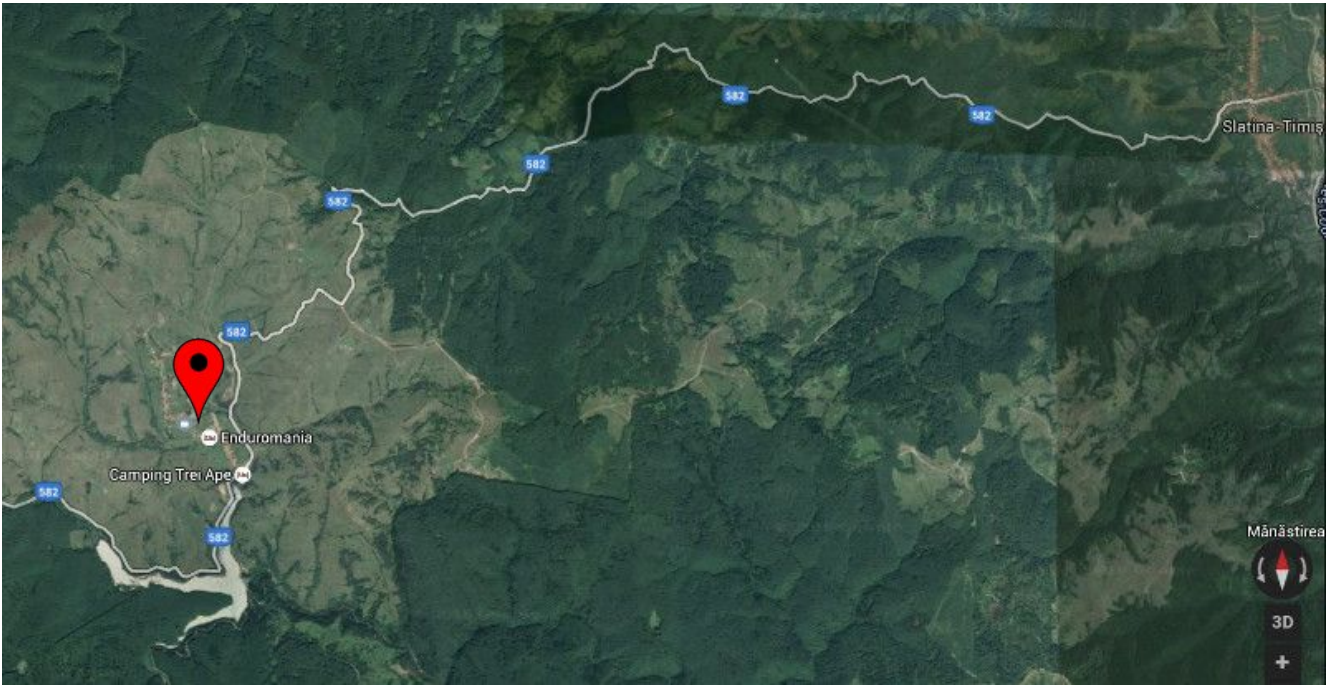


The highway A1 Nadlac - Arad - Timisoara - Lugoj

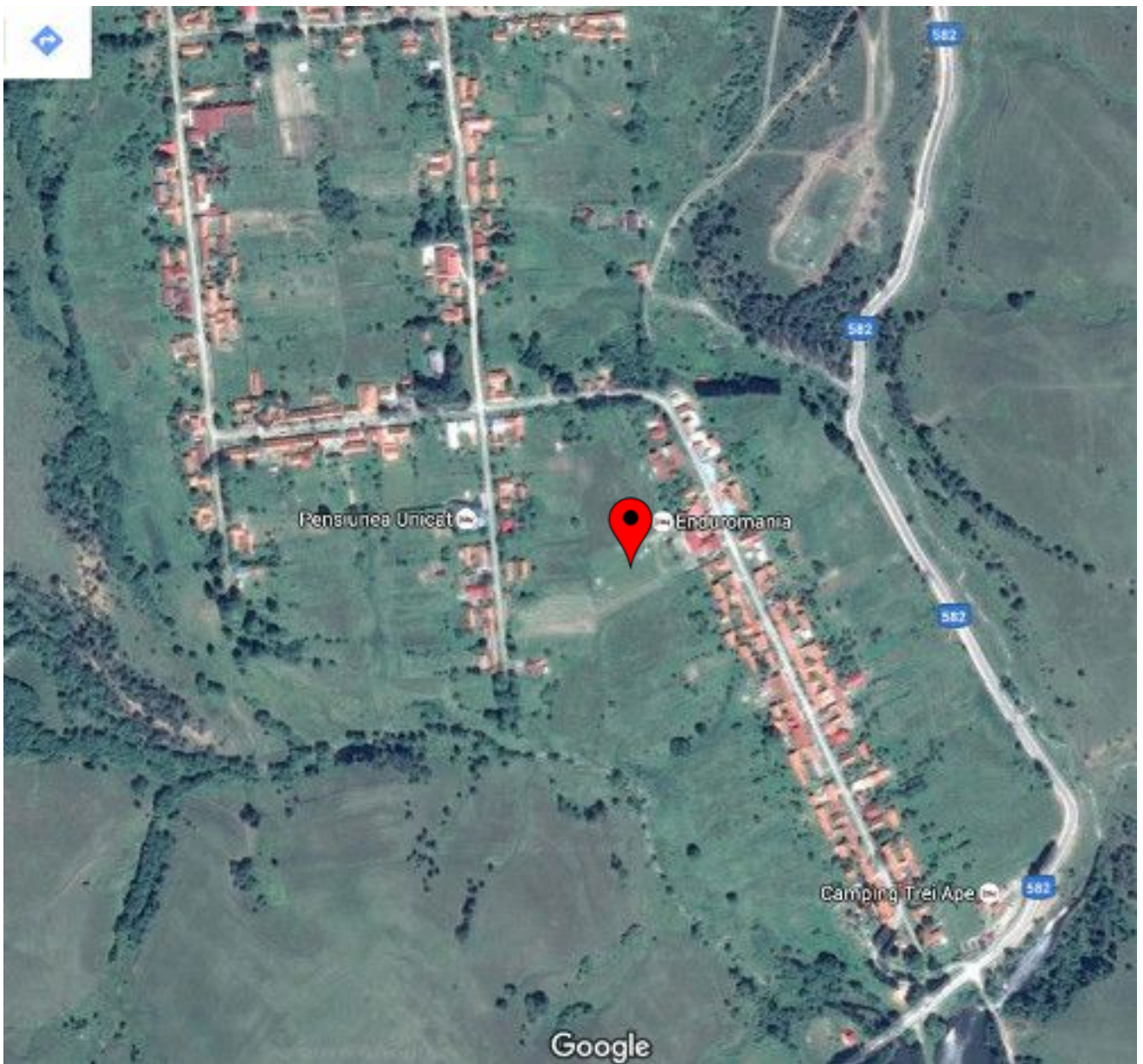


The European road E70 Lugoj - Caransebes - Slatina Timis

CAUTION: The Slatina Timis - Brebu Nou road is badly damaged. The damaged areas are indicated, but you should drive slowly and with caution, even if the little-used road tempts you to drive fast.



The district road Slatina Timis - Brebu Nou (asphalted)



The EnduRoMania head office is located in Brebu Nou at number 167

Please note when passing through Hungary

It is no longer necessary to stick a highway sticker on the windshield, but you have to show the receipt for the paid highway toll in case you are checked. You pay this fee when you enter Hungary. As a rule, payment of the highway toll is checked by remote monitoring.

Problems can still arise in Hungary if you do not observe the speed limit, if you do not switch on your headlights (even during the day) or if you commit any other traffic offense. The official fines are very high.

There are situations on the Hungarian roads that have been reported a lot, but they are also known in other countries and the enduro riders are certainly not among the inexperienced travelers who need to be told a lot about this. ***See attachment - ATTENTION! Trick thefts!!!***

Recommendations for a possible overnight stay in Romania on the way to the meeting point

If the Cenad border crossing is used, there is a good accommodation option in Sandra (approx. 25 km before Timisoara): Schwabenhaus - Sandra 277, Tel: +40 256 379 322, +40 256 379 333, Fax: +40 256 379 334, Mob. +40722-358253, e-mail: pensiune@schwabenhaus.ro <http://www.schwabenhaus.ro/de/>

The largest city in the region is Timisoara and everyone traveling to the EnduRoMania meeting points has to drive through this city. In Timisoara there are various possibilities to stay overnight if you don't plan to drive the missing 130 km and then arrive at the meeting points in the middle of the night. The best option is the so-called **Camping International**, on the European road E70 in the direction of Lugoj/Caransebes before the east exit from Timisoara (Aleea Padurea Verde 6,

Tel: 0040-256-208925, FAX: 0256-225596, E-Mail: campinginternational@yahoo.com. You can spend the night there in your own tent/campers or in comfortable rooms.

**The meeting point is at the EnduRoMania headquarters in Brebu Nou (Weidenthal) -
N 45° 13.723' E 22° 08.411', H = 920 m**

Brebu Nou (please do not confuse with Brebu east of Resita in the direction of Caransebes) - is a German-Bohemian settlement. The vast majority of the German population now lives in Germany. Brebu Nou has become a favorite vacation destination. To get there, you have to turn off the main Valiug - Slatina Timis road to reach the village. After several hundred meters from the village entrance (Trei Ape - Three Waters Lake) along the main village road on the left side with clear signage (the house with the number 167). Features of this meeting point are:

- **Accommodation options in cozy rooms and in your own tent/camping trailer at the meeting point as well as in guesthouses and private accommodation in Brebu Nou (Weidenthal)**
- **Catering in our own restaurant with modern kitchen facilities**
- **Reservoir with good water sports facilities available**
- **Parking facilities for cars and trailers**
- **Drying room for motorcycle clothing**
- **Car wash for motorcycles**
- **Model camping site for Romania with good sanitary facilities**
- **Winter sports area and summer resort on the Semenic mountain (approx. 18 km from Brebu Nou)**
- **The nearest petrol station is in Slatina Timis on the E70, 18 km away**
- **Wireless Internet access**
- **Barbecue area**
- **Permanent campfire site**
- **see <http://pensiuneabrebunou167.enduromania.net>**

EnduRoMania Foundation

Tourist highlights of the EnduRoMania region

Timișoara was European Capital of Culture in 2023.

For those who would like to have a rest day and visit an interesting city, we recommend a visit to [Timișoara \(Temeswar\)](#).

The Anina - Orawitz region - a fascinating part of the Banat Hills

The "Banater Semmeringbahn"

Three pairs of trains, each with a passenger wagon and several freight wagons - mixt, as the timetable indicates - still cover the magnificent 33 km of the Banat "Semmering Railway" from Oravita in the valley to Anina in the middle of the mountains. The comparison with the famous Austrian Alpine route is certainly justified: This line was opened just nine years later than the Semmering Railway in 1863. This was before other mountain lines such as the Brenner Railway (1867) or the St. Gotthard Railway (1882) were opened.

The Semmering Railway has a length of 40 km, here it is 33. The 15 tunnels of the Alpine line are compared to 14 of the Banat variant and the line to Anina has only one less viaduct (14). A similar difference in altitude (388/340) and the overall layout of the route with tight curve radii, through a beautiful mountain area, make this comparison quite reasonable. The journey today takes two hours and five minutes, resulting in a leisurely average speed of just under 16 km/h. The reason for building this railroad was to transport coal from Anina to Bazias on the Danube. The first section of the line from Lisava station (232 m above sea level) via Oravita (219 m) to the Danube was opened in 1854. For the further section - which is now more difficult to manage in terms of terrain - a horse-drawn railroad was initially planned, followed by a long underground tunnel. However, both projects were abandoned and in the end the line was continued to Anina (558m).

A ride on the slow train on this extraordinarily scenic route is attractive at any time of year. Whether snow-covered or in the most colorful autumn dress, the dense deciduous forests provide an excellent backdrop. From Bradisoru de Jos to Lisava station, the line climbs gently and has many viaducts. From Lisava via Ciudanovita station, the line climbs steadily to Girliste station. Here the line passes the uranium mines and offers wonderful views northwards into the valley basin near Lupac and Clocotici. The journey takes you along narrow curves through dense deciduous forest in the midst of almost untouched nature. At Ciudanovita station, you will also come across the Oravita - Bradisoru - Ciudanovita - Jitin road. From Girliste station (the village lies far away in the valley), the railroad runs through one of the longest tunnels along the mountains for another 8 km and reaches Anina at the last large viaduct.

A special attraction for railroad enthusiasts is a special trip with a train set pulled by a steam locomotive. This trip with plenty of photo stops has become a tourist attraction that every railroad fan should not miss.

<https://www.youtube.com/watch?v=kbbsRTCJv8Q>

Anina

The first part of Anina, with the small houses in the hollow and the blocks on the saddle, is called Celnic. The first of the three cemeteries with a large memorial stone commemorating the mining disaster of 1920 is located right next to the village sign.

Over a total length of 11 km, the town stretches from the district of Celnic on the access road to Reșița via Anina I, the saddle and Sigismund district down to Anina II/Steierdorf and Mühlgasse out to the turn-off into Miniștal. The railroad station in Anina is 556 m above sea level, while the highest mountain in the area, the Tilfasina mountain, is 945 m above sea level. And if you take into account the depth of the pits - the deepest measure 1100 m - this results in an altitude difference of around 2000 m.

The immense demand for charcoal in the 12 blast furnaces and 2 copper hammers in Oravița was the reason why Peter Kastel was sent to Upper Austria and Styria in 1773 with the consent of the Viennese Court Chamber to recruit charcoal burners and woodcutters for the Banat highlands. In the same year, 34 families named Rahner, Moser, Stocker etc. from the area around Bad Ischl arrived in the then uninhabited and dense primeval forest. A year later, they founded a village here and called it the "Styrian Village" in memory of their homeland. A year later, more charcoal burners arrived from Styria. For almost two decades, until 1790, they burned the wood into coal and brought it down to the furnaces in Oravița. In the same year, Mathias Hammer found a shiny black stone - hard coal. According to legend, his children lit a fire while herding pigs and it never went out. Now they changed tack. Instead of woodcutters, miners were suddenly in demand. Some moved away, new settlers arrived. Again it was Styrians, Slovaks in 1846, Spiš in 1850 and Czechs a year later, who were settled in the so-called Bohemian colony. Romanians from the Almăj Valley also found work here. The area was soon

built up and in 1860 the new arrivals began to settle north of Steierdorf in what is now Anina. The mining conditions were and still are not exactly easy. Severe weather (gas formation and associated ignitions) and dust explosions, resulting mine fires and the general conditions deep underground have always claimed their victims. The biggest disaster with 182 victims (an entire shift) occurred on July 7, 1920. The cause was an explosion of explosives stored here during the war.

The description of the town of Anina almost seems like a historical excursion. The concrete ribbon of new floor-to-ceiling houses winds its way down the mountain into the valley. The settlement proudly bears the name New Bucharest. The small center is clearly visible, with the elevated Catholic church (built in 1878). To the right is the site of the large central shaft, which is still in operation. Behind it you can see one of the large viaducts of the railroad line. The path also leads in this direction down through the Gârliște Gorge to the village of the same name in the Caraș Valley. The old heating plant at the beginning of Anina is now an industrial monument worthy of protection. Opposite is the large sawmill complex, an industry that should not be underestimated, at the end of the mining era. A new petrol station has been built. We cross the railroad line leading to Oravița and drive past the Clubul Minier (Trade Union House), through a shady avenue to the newer center of Anina. The stately Orthodox church built in 1939, a small square, the market, the petrol station and the small, shabby houses squeezed into the valleys - this is the mining town of Anina.

Anina station is a standard Austro-Hungarian station building, as can be found everywhere in the former monarchy. Speaking of railroads: the forests around Anina were home to one of the most extensive and oldest narrow-gauge forestry and industrial railway networks in Romania. The Anina - Reșița forestry railroad ran with its steaming locomotives until 1971. The former Gustav shaft is adjacent to the sawmill.

The next hill, the Sigismundsattel (679m above sea level) separates Anina from Steierdorf. From now on, the route descends into the "real Steierdorf". Several settlements stretch out in the narrow valleys. We reach a crossroads where the path to the right leads into the center of Steierdorf. Here you will find the small market, the bus stop, the cultural center of the German Forum and the Catholic church (built in 1871). It is easy to meet a German-speaking Styrian who will be happy to tell you about their homeland. The number of emigrants is much lower than in other communities. If you drive up the concrete road to the left of the church, you will see the "wound of Steierdorf" - the oil shale thermal power station. The Bohemian settlement once stood by the mining terraces and behind the meadow on the right, the place was known as Steierdorf's "summer resort". If you choose the left-hand path at the crossroads in the village, you will pass the volunteer fire department, a red-painted building with German lettering and other small houses until you reach a large crossroads. On the left, the road leads through the Miniș Valley to Bozovici and on the right, the newly built road connects to Oravița via the power station. The checkpoint in Anina is located at the site of the oldest coal extraction plant in Anina, which was shut down in 2006, and where the steam engines that operated the plant between 1912 and 1986 can still be seen. These two steam engines are of the same type as those that operated the legendary "Titanic". A video about this can be seen under the link below: <https://www.youtube.com/watch?v=uMKB9onHOI4>

Oravița

Oravița Orawitza with 12355 inhabitants lies at an altitude of 253 m above sea level and stretches over a length of more than 5 km in a narrow valley. This is the old Oravița, as the well-known blocks around the train station form a newer part of the city.

The Romans were already aware of the precious metal and ore deposits. Even at the time of Turkish rule, the Austrian government is said to have sent 13 Tyrolean prospectors under the leadership of Mathias Brunner to this area to investigate the mines. After a head miner with 105 miners and a forester came to Oravița in 1718, nothing stood in the way of exploiting the mines. The output was so high that more workers were urgently needed. For this purpose, over 3000 families were brought from the south of Romania from Oltenia and Muntenia. They were called "Bufeni", while the locals were given the name "Fratutzi" (little brothers). Around 1723, a chief mining office was established, which later existed under the name Bergbaudirektion until 1856 and was responsible for the administration of all the mines in the area. The first smelting furnace was started up in Ciclova in 1740. Twice, in 1738 and 1788, the inhabitants of Oravița had to flee from the Turks and then repair the destruction. Until the second half of the 19th century, Oravița was the center of the Banat Highlands. After that, the focus of mining shifted to Reșița and Oravița mutated into a quieter burgher town. Oravița can boast some significant achievements: the first railroad line in Banat, the Oravița - Baziaș line was opened in 1847, the oldest theater in Romania was opened in 1817, the first newspaper outside Timișoara was printed here, the first casino in Banat - a reading and social club was founded here.

After the level crossing, the newly built bypass road turns off to the left. Straight ahead, we reach the Romanian part of Oravița with the first Orthodox church. The houses here are mostly single-storey and Deutschorawitza

begins where the more stately buildings start. Worth mentioning is the second Orthodox church, built in 1781, with a strikingly ornate tower. The interior of the church is particularly worth seeing, with its lavish decoration, from the chandelier to the iconostasis, with old paintings.

Walk past the small park through the narrow alley to the point where the streets meet. Straight ahead you reach the old center of Oravița. On the right is the building that now houses the tribunal, the court. It was once the seat of the Upper Mining Office, the mining administration. Opposite it, behind the forestry office, under tall shady trees, is the oldest theater in Romania. In 1806, the "Club of Dilletantes", an amateur theater group, was founded in the former "Hungarian Crown" hotel. The aim was also to have their own theater, which was finally built in 1817 by architect Johann Niuny. A second floor was added in 1838.

Back to the crossroads where they meet. The Catholic church of Oravița (built in 1772) is a symbol of Catholic tradition, and the large oil altarpiece, the Exaltation of the Cross of Christ, was painted in 1774 by Prof. Wagenschön from Vienna. The organ dates back to 1910 and was built in Budapest.

Behind the church is the old parish hall. From here, a proud civic street continues slightly downhill in the direction of Oravița-Română. On the left is the house of the former National Bank, a small park and the Knobloch family's Pharmacy Museum at no. 17. The key to the museum can be found opposite at pharmacy no. 36. The date above the furnishings is 1887. The inventory also appears to be this old. The building of the new community was erected in 1932 and is a building with typical Romanian style elements. The Caraș district and county administration was also located here. Further along the main street are a number of stately town houses, some of which were also owned by Jewish businessmen. If you leave Oravița to the right and drive along the ring road towards Marila, you will get a good view of the mountains.

The Anina oil shale power plant - an economic flop of the Ceausescu era

During the first world oil crisis at the beginning of the 1970s, when the Ceausescu regime implemented fuel rationalization for the first time, which it hardly ever renounced afterwards, the decision was made in Bucharest to make Romania self-sufficient in energy.

This also included the extensive use of oil shale, which is found in huge quantities in the Banat Hills and in the interior of the Carpathian Arc.

On the one hand, Romania itself had some experience with oil shale - a district of Anina is still called the "oil factory" today because shale oil was distilled here in the mid-19th century - on the other hand, there is experience in this area worldwide (China, Estonia and Canada). But Romania wanted to go its own way, firstly because it didn't want to pay license fees, and secondly because Ceausescu and his wife, the "country's first female scientist", had anyway talked everyone into believing that nobody was as brilliant as the genius of the Romanian people.

The next step was to immediately build an industrial-scale power plant with an output of 990 MW. Heated with oil shale, which has a calorific value of 1100 cal/kg. Construction began in Maidan, not far from Oravita, and the plan was to use old mine galleries for the underground transportation of the oil shale from Anina. A "working visit" by the dictator couple stopped the work here, the entire construction site was leveled with bulldozers and construction began on the Crivina meadow near the Tilva-Zinei ("Fairy Height") mountain of Anina. The "logic" of the whole thing: the power plant should be closer to the oil shale deposit. And the power plant was built directly on top of the main deposit, which has a thickness of around 180 m below it.

Consequence: for safety reasons, blasting can never take place within a radius of 500 m around the deposit, so the main deposit can never be dismantled.

Although oil shale itself contains crude oil, its calorific value as an extracted mineral is so low that it can never be used directly to operate a power plant. Nevertheless, other thermal power plants have carried out combustion tests with tens of thousands of tons of oil shale and have repeatedly reported that it burns excellently. The Anina oil shale also contains large quantities of blackband (siderite) inclusions. This iron compound is extremely hard, works like super-abrasive paper and, during Anina's test runs, ground both the shale mills and the feed levels of the combustion chambers, centimeter-thick sheet metal, as thin as tinfoil within days.

The extremely unfavorable ratio between calorific value and fuel mass produced a lot of ash. With an annual oil shale mass to be burned of around 15 million tons - if the three planned generators were fully operational - over 13 million tons of ash would have been produced. According to the plan, this was to be deposited in dry valleys in the surrounding area. Air pollution was to be counteracted by filters, which were built in Bistritz and weighed around 800 tons each. And they never worked at even 50% of the project capacity. The chimney was to be raised to a height of 380 meters. However, as the deadlines were under pressure, the then Prime Minister Dascalescu, who was responsible for the entire project, unceremoniously ordered construction to be halted at a height of 320 m and declared the chimney finished. One million tons of fly ash alone were expected to be produced each year. This was to be blown into the stratosphere and then flutter down as a fine rain of ash. The cynical calculation was that with a lower chimney, there would be fewer problems with the neighboring countries, as the ash would fall like a mushroom onto the surrounding countryside.

The plant was built at an average altitude of 700 m above sea level. However, the water resources were all lower down, and the Crivina meadow was a dry meadow. So they began to dam up all the streams and rivulets in a surrounding area of dozens of kilometers, creating a chain of reservoirs from which the water had to be pumped uphill to supply the thermal power plant with the water it needed. When the test runs began on the occasion of the XIV Party Congress of the RKP in November 1989, one of the problems was the insufficient supply of water. It would probably never have been possible to pump up enough water for full operation.

The problem of the low calorific value of the oil shale had been solved in a different way. First, a pipeline was built from Anina station towards Crivina. A pipeline consisting of concentric pipes. The heating oil that was to be pumped up from the station was to flow through the inner pipe (the Anina-Crivina oil shale power plant is the only known thermal power plant of this size that does not have a direct rail connection), and the superheated steam that was to be used to heat the town was to flow through the outer pipe. It was a nice idea to keep the heating oil liquid and pumpable even in the harsh Anina winter, but it never worked. When this idea also failed, a gas pipeline was built from Reschitza to Anina in just a few months in the summer of 1989. This reduced the pressure in a large city like Arad or Timisoara to such an extent that there was no gas there at times. In any case, they at least managed to get so far that the test runs could begin in November 1989. The one generator that was there, which should have delivered 330 MW, was never able to deliver more than 125 MW. Its output was usually around 75 MW, which was just enough to keep the power plant's auxiliary systems - pumps, mills, etc. - running. - in operation. This was despite all the additional fuels.

The turbines and the generator itself were built in Bucharest. They were transported on a specially built trailer to Giurgiu on the Danube, where they were embarked and transported to the port of Neumoldowa. Another specially built trailer was already waiting there. The transport from Neumoldowa to Anina alone took more than three weeks, during which almost a thousand people were constantly busy straightening the bends in the road, strengthening bridges and even demolishing houses in Oravita that stood in the way of the monster.

After the fall of communism in December 1989, one of the first economic measures taken was the closure of the Anina oil shale power plant. It is currently being sold off piece by piece, although there are still some parties whose program includes the resumption of operation of the Anina oil shale power plant. The turbines have long been running in the lignite-fired power plants in Oltenia.

However, the damage caused to the environment and people was irreparable. At times, up to 14,000 people were employed on the construction site of the power plant and its ancillary construction sites, and a power plant colony was built especially for them. You can still see it today when you drive from Oravita to Anina. A large part of Steierdorf - the older and mostly German-inhabited district of Anina - was demolished to provide the power plant with the oil shale that was to be extracted in the open-cast mine. The people were resettled in unadorned prefabricated buildings at the other end of Anina, in the Tschelnik district. Today, the district, which was hastily built on a greenfield site, with its almost two dozen apartment blocks, only a few of which are inhabited and where cows spend the night in the uninhabited apartments, still stands desolate and bears witness to a socialist planned economy that expropriates people. Many of the inhabitants of Steierdorf, the Germans first and foremost, emigrated to Germany as a result of these erasures.

Bazias

A few hundred meters before the Bazias checkpoint, which is also a checkpoint after Divici, the foundations of the old Bazias railroad station can be seen on the Danube. Between large trees next to it are the remains of the walls of the former hotel. In 1854, the first train ran on the 62.6 km long line from Oravita to Bazias. In the travel guide published by the South Hungarian Carpathian Association in 1895, Bazias was described as an intermediary station between Europe and the Orient before the opening of the Temesvar-Orsova railroad line. "The Oriental traveler boarded the steamship and the Oriental the railroad to see the splendid culture of Europe" Already in 1895 Bazias was only a part of it, but the guide mentions two inns with quite good rooms and food. Today, at the end of the 20th century, this is all history. The railroad embankment can still be seen in places along the Danube and a few small stone bridges have been preserved. The village itself consists of barely 10 houses and makes a generally neglected impression. It is hard to believe that there is also a petrol station in this village.

Sheep as a symbol of the mountains and hills of Banat

In Romania, the primeval herd instinct is still practiced. In April-May, usually after Easter and after the lambs have been weaned, the flocks move to the mountain pastures. In October the retreat to the plains begins, where in mild winters the frugal sheep spend the whole time outdoors and on pasture - soppel fields etc. - etc.

Sheep farming is practiced in Romania for meat and milk as well as for wool. However, the wool of local sheep breeds is coarse and is used more for tying carpets. The main source of income for sheep breeders remains sheep for slaughter - lamb and sheep meat is in great demand and is one of the national dishes, as is pork - but above all sheep cheese.

One of the biggest festivals for sheep breeders is the "milk fair". It is celebrated by both Romanians and other national sheep breeders - in Banat, the Croatian-Krashovians are particularly famous sheep breeders - but has a tangible economic background. After the lambs have been suckled and the flocks have grazed on the high pastures for a week or two, the owners, usually with friends and a priest, come and have the sheep "pre-milked" and fresh cheese brewed by the "servants", the actual shepherds who spend the whole summer and winter with the flocks. Depending on the quantity of milk - the fresh milk is heated over an open fire in copper cauldrons with the addition of a broth from the boiled stomachs of lambs, coagulated and the cheese is filtered out into small bags made of white linen and hung in the *somme* to ferment and cook - the amount of cheese is then determined, which is delivered to the herd owner in the fall, but also by agreement throughout the year, but also what the "farmhand" is entitled to. Such a cheese wheel weighs five to six kilos - but can also be smaller - and is cut into slices or cubes after fermentation/cooking in the sun and preserved in brine.

Fresh sheep's cheese is called "cas" (read: kash), salted cheese is called *branza* (read: brindsa). The brine is prepared by adding enough salt to warm water until a fresh raw egg floats on top.

The whey that remains after the cheese is made is boiled again in a cauldron to produce "urda", a sweet cheese that is enjoyed with corn porridge or for yeast cakes.

A flock of sheep comprises between one hundred and two hundred sheep, rich herd owners have up to ten or more flocks of pasture. The herdsmen who graze on a high pasture are led by the eldest, the "baci" (read "Batsch"), who is also the head of the cheese spreading and who also dispenses justice. The shepherds' most important helper is the sheepdog, although they usually keep well-trained small-breed dogs alongside large and strong sheepdogs ("urs"=bears, as the shepherds like to call them).

Caution: when approaching a flock of sheep, the sheepdogs may try to attack. Escape does not help! Sit down and stay calm in any case. Do not show any fear or panic reaction! This will provoke an attack. And because sheepdogs are usually hungry, even pieces of bread thrown to them work wonders. However, they usually only let go of strangers when the shepherd calls them to order. Walking sticks or poles should always be carried when hiking in the high mountains.

Fixed

In Banat, apart from religious holidays and family events (weddings and christenings are celebrated on a grand scale, with up to 500 guests), two major festivals are celebrated: Kirchweih/Ruga and Fasching/farsanc.

For the German and Catholic population, the parish fairs were the most important local festival and at the same time the opportunity for the scattered family members to meet up again in their home village. The parish fair includes the colorfully decorated parish fair tree, crowned by a wreath of flowers with a hat, headscarf and bottle of drink, the large procession of the village's young people in traditional costume (in the past it was mainly the recruits who had to enlist), the first and second pair of lead dancers, the parish fair proverbs under the tree, the parish fair bouquet and the ball on Sunday evening. The bouquet is auctioned off under the parish fair tree, with the winner honoring his dancer; hat, scarf and bottle are raffled off. The brass band music, the church procession and the invitation of guests of honor (pastor, mayor.....) are an absolute must.

Where there are still viable German communities, this custom is still practiced today. Increasingly, however, church festivals are being celebrated by youth groups from all over Banat coming together to celebrate.

In the Romanian ruga, the entertainment element is predominant. Here, too, the traditional costume still enjoys priority, especially in the tradition-conscious areas of the highlands and in the mountainous regions north of the Mures. Expensive performers of Romanian folk music known throughout the country are invited, with neighboring villages competing openly. The village festivals are financed by fixed contributions from each household. They usually last two days and are also a meeting place for the whole area. The central event of the ruga is the *hora*, a round dance, which many people pay to lead (the highest honor).

The "girls' market" at Muntele Gaina has a special place (see route ...)

Carnival was part of the festive calendar in all towns with a Catholic population. There were no special events with a carnival character until WW2.

in the Banat highlands. According to some observers, the bay windows so typical of the southern Banat were built for watching the carnival processions.

It is interesting to note, especially in the Banat mountain region, that purely Orthodox communities (e.g. Girste, Stinapari) adopted the custom of the carnival procession and continued it even during the socialist period. It is an interesting example of cultural interference, because only in this area are such events known. While the Catholic carnival societies practically no longer exist (with the exception of Dognecea) and carnival celebrations are limited to balls, the Romanian villages in the southern Banat continue to hold carnival parades, some of which are based on archaic customs. (Bear drivers in Ciclova Română and Moldova Noua, devils in Eftimie Murgu).

Nature reserves in Banat

Cheile Nerei - Beusnita

Vegetation:

80 % of the reserve is forested. 694 plant species have been identified here, of which only 69 are mentioned in the specialist literature. The flora is 68 % dominated by Eurasian, European and Central European elements. Of these, those species originating from the Mediterranean region are of greatest importance. Northern European elements are completely absent. Southern sub-Mediterranean elements (8.4%) include the flowering ash (*Fraxinus ornus*), rock carnation, Spanish stonecrop and golden beard grass.

Plants of Central Europe are the erect brome (*bromus erectus*), crocosmia, the round-leaved saxifrage (*saxifraga rotundifolia*), Banat globe thistle (*echinops banaticus*), Austrian mullein (*verbascum austriacum*).

Banater carnation, horned carnation, one-nerved flax, eyewort, crocus (*crocus banaticus*), Banater knapweed, giant carnation, houseleek can be found.

Only 20% of the rocks on the steep slopes are covered with plants.

The forest flora is dominated by moist and warmth-loving deciduous trees such as downy oaks, copper beeches and hornbeams.

At higher altitudes we find tree hazel, bracken fern, Swiss moss fern, yew, evergreen saxifrage, musk leek, stonecrop and butcher's broom.

Fish:

Apart from the vegetation, fish in the Nera are the best-studied group of organisms in the nature reserve. Among these, trout predominate in the headwaters. Pike migrate upstream from the Danube and live in the middle and lower reaches. Numerous fish such as golden orfe, minnow, asp, silverfish, nase, bitterling, gudgeon and tailor are native to various sections of the Nera.

In the estuary area you can also find the group of fish typical of the Banat region: carp, loach and stone loach, perch and ruffe. The burbot, a very rare fish, is occasionally caught. All in all, a paradise for anglers.

Various crabs, mussels and snail species can still be found in this reserve.

Birds:

The Nera Gorge acts as an ecological barrier that divides Banat into two very different zoogeographical zones. Dozens of species of invertebrates and plants, as well as some vertebrates, reach their northernmost distribution here, mainly on the Balkan Peninsula in Asia Minor and on the northern shore of the Mediterranean. They are not found in Western Europe and north of the Nera.

This abrupt separation can only be explained by an overlapping of geomorphologic conditions and the limitation of the Mediterranean climate zone.

Rare species include birds of prey such as the honey buzzard, black kite, short-toed sparrowhawk, eagle owl, imperial eagle and booted eagle.

Rarely encountered are the chiffchaff, merlin, red-footed falcon, kestrel, turtle dove, swift, kingfisher, red-rumped swallow, oriole, wren, willow sparrow, white-bearded warbler and ortolan. Various divers and ducks can also be found in the area where the Nera flows into the Danube and in the floodplain, and there are large concentrations of wintering birds (mergansers and chickens) in the Nera delta during the cold season.

The Nera-Beusnita gorge is of particular botanical, zoological, speleological and landscape interest. Since 1967, 41 parcels of land on both banks of the Nera, covering a total of 900 hectares, have been declared a nature reserve. The gorge has not yet been sufficiently studied zoologically and zoogeographically. There are plans to

declare the entire area a national park.

Cerna-Domogled Nature Reserve:

It is one of the most valuable reserves in Banat and has been scientifically researched since 1805. Some researchers have made the study of this nature reserve their life's work.

A characteristic feature of this reserve is the gradation of vegetation depending on altitude. Baile Herkulane is 158 m above sea level, with the highest mountains around it between 1200 and 1300 m.

There is the floor of copper beeches, hornbeams, downy oaks, the floor of shrubs on rocks and semi-mobile limestone rubble - flowering ash (*fraxinus ornus*), lilac, wig bush -, the floor of Turkish hazel, tree hazel and copper beech, black pine (*pinus banatica*) as well as the floor of tall grasses and grasses (e.g. large feather grass *Stipa pulcherrima*) on limestone islands.

Based on collections and herbaria in the Banat Museum in Timisoara, over 1000 higher and numerous lower plant species have been identified to date. Black pine, Banat carnation, cathedral carnation, downy carnation (*Silene flavescens*), Reichenbach iris, mountain chess flower, daisy-leaved soapwort, centaury, celandine, eyewort, alpine auricula, pursewort and many more.

According to the king of Timisoara, the largest butterfly collector in the Banat, over 1300 butterfly species can be found on the Domogled. Various beetles and runners are also listed as rarities.

Numerous birds can also be found in this reserve: The alpine swift, swift, cliff swallow, red-rumped swallow, wallcreeper, nightjar, eagle owl, hawk owl, honey buzzard, buzzard, booted eagle, short-toed eagle, short-toed eagle, golden eagle, imperial eagle, lesser spotted eagle, hazel grouse, black woodpecker, lesser spotted woodpecker, black tit, circl bunting, rock bunting, yellowhammer, black wheatear, stonechat, water pipit, alpine accentor.

All of this can be explored on wonderful hikes through the limestone landscape of Domogled through and along gorges and sinkholes. A nature reserve for vacations in the midst of magnificent natural scenery.

Semenic National Park - Caras Gorge

Approach/access

The National Park is located in the southwest of Romania, in the center of Caras - Severin County. Access to the National Park is mainly from the following places: Resciza, Iabalcea, Carasova, Anina, Prigor, Crivaia, Garana. Within the national park, you can only move on signposted hiking trails or on public roads. The Resciza - Danube tourist route (currently being signposted with a blue ribbon) connects the Semenik - Caras Gorge National Park with the Nera Gorge - Beusnita National Park in the south.

Description: The national park has an area of 36214 ha with altitudes between 200 and 1447 m (Gozna - Bergsiptze). The national park extends in the mountainous areas of Anina and Semenik and consists of typical karst and forest landscapes.

Points of attraction

- . The Caras Gorge, which is up to 200m deep and 19km long. Only a 10km stretch with limestone walls and typical vegetation is accessible.
- . The Garlisteklamm gorge, which is between 100-200m deep. The entire 9km route is accessible.
- . The largest primeval forest area in Europe (over 5000 ha) with trees over 350 years old.

- . The shaft cave of Poiana Gropii; it is the deepest shaft cave in the Banat Hills with a height difference of 236m and has a series of shafts of considerable dimensions.
- . The Comarnic Cave; only 1750m of the total length are accessible; you can admire countless stalactite formations, galleries and halls of impressive dimensions. There is also an underground watercourse and remarkable underground karst landscapes that will satisfy any speleologist.

- . The medieval Grat Castle, of which only the remains of the defensive walls and moats have been preserved.
- . Folk festivals in the towns of Carasova and Garana.

Forms of tourism

Hikes. visits to developed and undeveloped caves

Mountaineering

Observation of flora and fauna

Winter sports

Services

Accommodation, catering, food stores, medical care in the villages of Reshitsa, Carasova, Anina, Valiug, Garana and in the nearby resorts of Crivaia and Semenik.

Contact us

Semenic - Caras Gorge National Park Administration

Tel : 0255 210914

Fax : 0255 210914

e-mail: aser_ro [at] hotmail.com

website: www.exploratorii.ro

website: comarnic.exploratorii.ro

website: www.semenic.online

The Nera National Park - Beusnita Gorge

Access

Located in the southwest of Romania, in the south of Caras - Severin County The main access routes are in the villages of Anina, Oravita, Ciclova Romana, Sasca Romana, Caribunari, Sopotu Nou and Moceris.

Access to the national park is only permitted via the five routes already signposted (or in the process of being signposted) and via the country roads. The Resita - Danube route (currently marked with a blue ribbon) connects the Semenik - Caras Gorge National Park in the north and the Eisenes - Tor National Park in the south.

Description

The national park covers an area of 37,100 ha with altitudes between 200 and 1116 m (Leordis peak) It is located in the Anina Mountains and the landscape is typical of karst areas.

Places of interest

- . The Nera Gorge with a depth of up to 300m; you can walk the entire length of 21km; there are countless limestone walls, springs, caves and alternating poljes. The vegetation is typical for this region.
- . The mini gorge with a depth of up to 200m is accessible along its entire length. waterfalls, limestone tufa, karst springs and caves.
- . The Simionsberg, which offers a remarkable viewpoint.
- . The Kratzen cave with a height difference of 156 m and a length of over 3 km. The main attraction here is the opportunity to be an explorer.
- . The caves: Milois Rock Opening, the Pigs' Cave, the Dry Ponor, the Bigar Shaft Cave and many others. They can be explored by tourists. Others are not equipped for tourists. In all caves you can see numerous formations, galleries and halls.
- . The medieval castle of Ilidia, of which only the defensive wall remains.
- . The Ciclova Monastery
- . Popular events and customs, especially in the villages of Caribunari, Moceris and Lapusnicul Mare.

Tourism - manifestations

.Hiking

.Visiting caves in their natural state (not specially created and developed)

.Mountain climbing

.Flora and fauna

.Boating on lakes and rivers

.Visiting historical monuments

.Cultural events

Services

Accommodation, catering, food stores, medical care in the villages: Anina, Oravita, Bozovici, Caribunari, Sopotu Nou.

Contact

The administration of the Cheile Nerei - Beusnita National Park

Tel: 0255 206108
Fax: 0255 206108
e-mail: apnchnerei [at] yahoo.com
website: www.cheilenerei-beusnita.ro

The speleologists' association "Exploratorii"
Tel: 0255 210914
Fax: 0255 210914
e-mail: aser_ro [at] hotmail.
website: www.exploratorii.ro
website: nera.exploratorii.ro

Domogled - Valea Cernei National Park

Access

The national park is located in the southwest of Romania, equally distributed in Caras - Severin, Mehedinti and Gorj counties. The main access roads to the park are in the villages of Baile Herculane, Izverna, Closani and Motru. You can only enter the national park via the 29 signposted routes (some of which are still being signposted) or via the public roads. Some routes connect to Platoul Mehedinti National Park in the south and to Retezat National Park in the east (they are also connecting routes to other nature reserves).

Description

The national park covers an area of 60,100 hectares with altitudes between 150 and 2245 meters (Bulzului peak) The national park is equally distributed in the Cernei Mountains, the Mehedinti Mountains and the Godeanu Mountains.

The karst landscape with deep gorges is predominant here; it is characterized by black pine forests, which are typical for Banat.

Sights

- . The entire length of the Cerna Valley, which is up to 300 - 500 m deep, is accessible; the steep limestone walls, the dry poljes, the springs and waterfalls with travertine deposits, the caves are impressive.
- . Black pine forests on an area of 3000ha (Pinus nigra Banatica).
- . The Soroniste cave with a height difference of 90m - an attraction for adventurous spelunkers.
- . The: Grota Haiducilor, Ungurului, Serbansgrotte, Bergsteiger, Martel, Lazului, there are also caves that are open to tourists, although they are not designed as show caves. In these caves you can admire countless formations, galleries and halls.
- .The history museum in the Hercules Baths and other old buildings in the city.
- .The (antropical) lakes Cerna and Iovanu.
- . Folk festivals and customs in the villages of Baile Herculane, Izverna, Godeanu, Closani.

Types of tourism

- .Hiking
- .Visiting undeveloped caves
- .Mountaineering
- .Nature observation (flora and fauna)
- .Rafting
- .Visiting historical monuments
- .Cultural events
- .Paragliding

Services

Accommodation, catering, food stores, medical care in the villages: Baile Herculane, Cerna Sat, Baia de Arama.

Contact

Domogled Valea - Cernei National Park Administration
Tel: 0255 560582
Fax: 0255 560582
e-mail: office [at] domogled-cerna.ro
website: www.domogled-cerna.ro

Speleological Association
Tel: 0255 210914
Fax: 0255 210914
e-mail: aser_ro [at] hotmail.com
website: www.exploratorii.ro
website: www.pinusnigrabanatica.ro

Iron Gate - National Park access

The National Park is located in the southwest of Romania and extends in Caras - Severin and Mehedinti counties. The main access roads to the park are located in the villages of Socol, Naidas, Carunari and Toplet. It is only possible to enter the national park via signposted tourist routes (some routes are still being signposted). Access is only permitted via public roads. The Resita - Danube route (currently being signposted) is also a connecting route to the north with the Cheile Nerei - Beusnita National Park.

Description

The Iron Gate National Park covers an area of 111,655 hectares with altitudes ranging from 80 to 1000 meters. The national park includes areas in the Locvei - Almajului and Mehedinti Mountains. The main characteristic of the landscape is the Danube with its narrow and wide passages.

Sights

- . The Danube Pass, with depths between 300 and 500 meters, is accessible along the entire route. The narrow pass has impressive steep limestone walls, dry karst lakes, water springs and waterfalls with travertine deposits - caves
- . Beech forests that are over 100 years old.
- . Gaura Haiduceasca - cave with a length of 1370m. It contains a 100m long hall. The cave is an important attraction for adventurous spelunkers.
- . The caves: Gaura cu Musca, Alibeg, Padina Matei, Gaura Cornii, La Pisatoare, Zamonita, and others. Some of them are developed and signposted for visitors. Others are not. You can admire countless formations in these caves, as well as galleries through which underground rivers flow.
- . The wetlands at Ostrovul Moldova Noua, Ostrovul Calinovat, Divici
- . Sand martin nests near
- . Folk festivals and customs in the villages: Sfanta Elena, Garnic, Socol.

Types of tourism

- . Hikes
- . Visiting caves not developed for tourists
- . Nature observation (flora and fauna)
- . Water sports
- . Visiting historical ruins
- . Participation in cultural events
- . Paragliding

Services

Accommodation, catering, food stores, medical care in the following places: Bazias, Moldova Noua, Carunari, Berzasca, Orsova.

Show and shaft caves in Caras Severin

Speleologists' Association "Exploratorii"

Suru Mihai

Morac Iosif

Caras Severin County, with its predominantly karst landscape, is home to a great wealth of karst phenomena. Most of the caves are located near marked tourist routes or close to roads, country lanes and villages.

Thus, many of these caves have become highly interesting tourist destinations, although only two of them are developed as show caves (Pestera Comarnic si Pestera Hotilor) and there is a lack of quality tourist facilities.

There is a guided tour of only one of these two caves, the Comarnic Cave.

With a few exceptions, the caves that can be visited are located on mountain slopes or in enchantingly beautiful mountain gorges. These natural areas are criss-crossed by signposted paths or tourist routes.

The caves should not be seen as individual destinations, but as a valuable addition to the existing beautiful karst

landscape.

Due to the lack of tourist facilities, cave visitors should observe the following rules:

never enter the cave alone,

- every cave visitor must have their own torch/lantern,
- when visiting large caves, you must have a cave map,
- when visiting large or difficult to access caves, you must inform the people waiting at the cave entrance about the duration of the cave visit (i.e. advance notice is required),
- when visiting water caves, you must pay attention to the weather forecast

Visiting a cave also involves certain risks, but if you are aware of the dangers and if you have taken the right precautions, visiting a cave will be an unforgettable experience, in a completely different world.

The Gaura Turcului - Cave

located 5.5 km from Resita. It is located on the blue-ribbon tourist route, on one of the slopes of the Sodolu Mare valley, not far from the confluence with the Valea Baciului valley. The cave was surveyed and mapped by L. Botosaneanu, A. Negrea si St. Negrea over a length of approximately 438 meters. The members of the speleological association "Exploratorii (The Speleologists)" also explored the cave and remeasured and mapped it. The cave is 1870.0 meters long and has a height difference of 76.8 meters.

The part of the cave that can be explored without special equipment and local knowledge is poor in formations; the only interesting thing is the remains of a medieval defensive wall at the entrance to the cave.

The Poiana Gropii shaft cave

is located around 6 km from the village of Cuptoare, near the hiking trail marked with a blue ribbon

This hiking trail has its exit directly behind the Poiana Bichii forester's lodge. The shaft cave has a height difference of 236m and a length of 1029m. The shaft cave was explored and mapped by the members of the speleological association "Exploratorii (The Speleologists)". It is the deepest shaft cave in Banat. For a short time, the cave was the leader in the whole country in terms of depth (height difference). This shaft cave consists of a series of shafts and steep galleries that run in two adjacent branches. It has some stalactite formations and at the other end of the cave there is a small stream whose water disappears into a low gallery.

Only experienced cavers can enter this unique cave, but a hike to the impressive cave entrance is worthwhile. Caution: the entrance shaft is 90m deep!

The Comarnic Cave

is located about 7km from the village of Iabalcea The cave can also be reached via the hiking trails, which are signposted with a blue ribbon, blue triangle and red cross.

The cave has a length of 6203m and is one of the most beautiful and largest caves in the Banat Hills. The last 2000m of the total length were added as a result of the explorations carried out by the members of the speleological association "Exploratorii (The Speleologists)" over the years. The cave facilities and the closing devices at the two entrances are repaired and renewed by the same speleological association. The cave tour is also offered by this association. Only the upper floor of the cave is accessible to tourists.

This fossil part of the cave consists of a series of passages and spacious chambers rich in stalactites and stalagmites. The cave guide provides some carbide lamps for observation. However, it is essential to have your own light source.

The Carsa Cave

is located on the left slope of the Caras Gorge, about 300m from the bridge over which the highway You can reach the cave by climbing up the slope to a sinkhole where the entrance to the cave is located. This sinkhole is located in front of the Valeaga cave.

A second access route to the Carsa cave runs directly through the Valeaga cave, you only have to climb up a small shaft at the very end of this cave (this variant is shorter but more difficult). The cave has a length of about 1300m, of which the first 800m have been explored and mapped by speleologists from the "Exploratorii" speleological association. The remaining 500m of the total length have recently been explored.

The fossil access gallery leads to a siphon (most of the time without water), where the gallery branches: one branch continues upwards in the form of a narrow and relatively high gallery, following the course of a stream that only carries water in the rainy season; the other branch starts at the bottom of the siphon and takes the form of a low gallery, with narrow passages and small collapsed shafts. The last branch is not recommended for visitors to the cave; it is very dangerous to enter during heavy rainfall. Only experienced cavers with special equipment are allowed to enter this part of the cave.

The Liliecilor Cave

wide entrance to the Liliəcilor Cave has already become a landmark for the Caras Gorge. The shape of the entrance resembles the African continent and is itself a tourist attraction. The cave also has other surprises in store. The main obstacle when entering the cave is at the entrance: there is a 6-10m high steep slope to climb. This undertaking should not be taken lightly, as what seems child's play on the way up turns out to be very difficult on the way down. A safety rope is recommended.

The gallery has large dimensions in the first part of the cave. There are guano deposits on the floor. Due to the frequent stalactite formations, there are also some narrow passages. The further you go into the gallery, the narrower it becomes, so that it gradually becomes a narrow passage running between the gallery vault and the sandy floor. No further progress is recommended beyond this point.

The water cave (Pestera cu apa)

The water cave (Pestera cu apa) can be visited in the Garliste gorge, which is signposted with a yellow ribbon. The cave is located on the right side of the gorge, about 4.5 km from the village of Garliste (2.5 km from Poiana Peris; 2 km along the signposted trail on the right bank of the Garlistei gorge).

The wide oval cave entrance is not always clearly visible from the hiking trail due to the vegetation, but the path to the cave is marked by a small stream that springs from the cave entrance and flows through the hiking trail.

Only 250m of a total of 397m can be walked, (sand debris blocks the way. Behind this obstacle there is another part of the cave (C.S. Cristal Timisoara -1979). In the accessible part of the cave, the beautiful dripstone formations (sinter pools, flow facets, stalactites and stalagmites) alternate in spacious halls with places where the consequences of the water flow are visible on the smooth walls. (wall and floor channels). In some places there are large guano deposits. The stream accompanies us the whole time. The cave is crossed by the stream and we continue along the river bed.

The Buhui Cave

The Buhui Cave is 6500m long (C.S. Speotimis si C.S. Cristal Timisoara) and is also the longest cave in the Banat Hills. It is located 3km from Anina on a forest road that passes Oraselu Nou (New Town). The cave can also be reached from the cemetery in the direction of Lake Buhui (around 4 km). The blue-signposted hiking trail also leads to this cave. The cave has three entrances: the Certej entrance, the sinkhole entrance and the Buhui Grotto. All three cave entrances are quite large.

The main gallery follows the underground stream (Buhui stream). This stream has stilling pools and waterfalls. (This cave is also used to supply water to the town of Anina. On the last 400m of the gallery, the water level is high, so you can only continue by boat or swimming (in a wetsuit).

In addition to the main gallery, there are also other fossil galleries and small halls (Bear Hall, Column Hall, Cathedral Hall) and magnificent stalactite formations, sometimes of remarkable dimensions. These dripstone formations can be found both along the underground stream and in the fossil halls. If you alternate between the three cave entrances, you can walk through large parts of the cave. The whole cave has to be carefully prepared, as the cave is difficult to access. Visitors to the cave are confronted with problems of orientation as well as difficulties of caving. (waterfalls, underground lakes, climbing sections). To ensure a smooth visit to the cave, you should contact a speleological association.

The Ponor Uscata Cave

Near the road between Anina and Oravita, on the left side, there is the Ponor Uscata Cave (length: 265m, according to V. Sencu). The entrance is located in a sinkhole to the right of the path; from the point where you have to descend, you can see another entrance on the other side of the path, in the form of a shaft. Once inside, you can visit a short gallery on the left and a main gallery on the right. The entrance part of the cave descends on a scree slope. The first room we reach is lit by a window with natural light (a shaft we used for orientation when descending into the sinkhole).

Descending the slope, you come to a swallow hole; if you continue under the shaft opening to the right, you reach a fossil gallery, which is said to have once had beautiful stalactite formations. Not much of the beautiful splendor remains, due to the repair work on the nearby country road and, of course, the not exactly environmentally conscious cave visitors. You can only imagine the beautiful stalactite formations that adorned the cave not so long ago.

The Miloi Cave (II)

The Miloi Cave (II) is located in a gorge-like section of the Minis Valley, on the right bank of the valley, downstream from Valea Minisului Lake and upstream from the left tributary (Gura - Izvorului). To reach the Miloi Cave (II), you have to cross the Minis River. The main entrance to the cave is 5 meters high. There are four other smaller cave entrances, not all of which are accessible. The length of the cave is 132m (St. Negrea,

1962) and it has beautiful, well-preserved stalactite formations. It was probably the water from the Minis River that protected it from certain cave visitors. The cave can also be reached via the road between Anina and Bozovici.

Gaura Porcariului Shaft Cave

Gaura Porcariului Shaft Cave is located in the Nera Gorge on the right wall of the gorge: 2km upstream from Damian Forester's House. The cave entrance is at a height of about 50m and is difficult to see because of the vegetation (St. Negrea, 1961) and the cave has been destroyed in some places because the locals used to keep their animals here for a long time. The names of the first two rooms bear witness to this: one is called the Horse Room and the other the Sheep Room. At the other end of the cave you will find beautiful stalactite formations. Visiting the cave is easy and unproblematic; the only difficulty is finding the cave entrance.

The Gaura cu Musca cave

In the area around the Danube strait, you can visit the Gaura cu Musca cave. It is located right on the road that crosses the Danube Pass, upstream from the village of Coronini (Pescari). The entrance is on a slope next to the road at the same level as a tapped water source. The cave is 254 meters long (St. Negrea, 1962). To the right of the entrance you can walk a few dozen meters into a fossil gallery, but to continue you have to follow the watercourse. To avoid a deep waterhole, you have to climb a slippery 2-meter-high ledge located in the bat room. Then you have to walk along a fairly low gallery until you reach the watercourse again. You can follow this watercourse to the end of the cave. Walk past the entrance to the clay gallery and you will soon reach the siphon at the end of the cave. There are beautiful stalactite formations and countless bat colonies here. Near the entrance to the cave are the ruins of a fortress dating from 1800.

The Robbers' Cave

The Robbers' Cave in Herkulesbad is located near the Roman Hotel. The entrances are visible from the street. A few concrete steps lead up to the cave entrance. The cave has been inhabited since the Middle Palaeolithic and is therefore of great archaeological value. As it is often visited, the cave is rather neglected. The walls are scribbled on and full of signatures. Many of them are very old, others were made with great care. This peculiar collection of signatures has surprisingly led to an increase in the tourist value of the cave, as a piece of history has been preserved. The cave has a length of 143m (St. Negrea, 1962) and the oldest signature is dated 1820.

Fly & Ride, low cost flights, motorcycle rental, motorcycle transportation

Taking part in EnduRoMania has become easier:

1 - **Fly & Ride NoMud Adventures:** <https://nomud-adventures.com/>

2 - **Low cost airlines can** be used and fly from Frankfurt / Hahn, Munich / Memmingen or Dortmund by direct flight (in approx. 90 minutes) to Timișoara and back for costs from EUR 50. See www.wizzair.com. The 130 KM from Timisoara to Brebu Nou can be done by minibus.

4 - Tina Meier **offers special offers** for women enduro riders: www.dirtgirls.de, tina@dirtgirls.de.

4 - **Forwarding service** - For our international transportation needs we have been working with the Romanian transport company Ravitex for many years and are very satisfied with the service. The owner of Ravitex, Dorin Krutsch, is an enthusiastic off-roader and we were able to convince him to take over the transportation of EnduRoManiacs' motorcycles and other materials from various cities in Germany. For further information please contact Alexandra Voiculescu (speaks English), Dep. Logistica of RAVITEX SRL: Tel - 0040 256 270 722, Fax - 0040 256 270 721, Cell - 0040 720 222 440, E-mail - alexandra.voiculescu@ravitex.ro , <http://www.ravitex.ro/de>

18.03.2024