

# Anglicisms in the terminology denoting bicycle parts in various regional variants of the Croatian language

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UNIVERSITY OF ZAGREB  
FACULTY OF HUMANITIES AND SOCIAL SCIENCES  
DEPARTMENT OF ENGLISH

**Anglicisms in the terminology denoting bicycle parts in various  
regional variants of the Croatian language**

Master's thesis

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Zagreb, July 2021

SVEUČILIŠTE U ZAGREBU  
FILOZOFSKI FAKULTET  
ODSJEK ZA ANGLISTIKU

**Zastupljenost posuđenica iz engleskog jezika među nazivljem za  
dijelove bicikla u regionalnim govorima hrvatskog jezika**

Diplomski rad

Helena Nikolić

Mentorica: dr.sc. Nataša Pavlović

Zagreb, srpanj 2021.

## **Abstract**

This research examines the use of anglicisms among bicycle enthusiasts who speak different regional variants of the Croatian language in order to gain insight into their everyday communication and to determine the presence of anglicisms in the terminology denoting bicycle parts and to determine the factors influencing their choice of terms in everyday communication. This research also examines the attitudes of bicycle enthusiasts towards the use of Croatian terms and borrowings and purism in the Croatian language. The research is based on a survey conducted among bicycle enthusiasts. The results of the research show that bicycle enthusiasts use Croatian terms to a large extent, but that anglicisms are also well-represented in the terminology they use. The results suggest that their regional speech does not affect their use of anglicisms. The results also show that the participants are mostly divided in their attitudes towards borrowings from the English language and Croatian terms. They also show a slight tendency towards English terms, at the same time emphasizing the importance of preserving the Croatian language.

**Keywords:** *anglicism, everyday communication, borrowing, purism*

## **Sažetak**

U ovom se istraživanju proučava uporaba anglizama među biciklističkim entuzijastima koji su govornici različitih regionalnih govora hrvatskog jezika kako bi se dobio uvid u njihovu svakodnevnu komunikaciju te kako bi se utvrdila zastupljenost anglizama među nazivljem za dijelove bicikla i odredili čimbenici koji utječu na njihov izbor termina u svakodnevnoj komunikaciji. U ovom se istraživanju također ispituju stavovi biciklističkih entuzijasta o upotrebi hrvatskih termina i posuđenica te purizmu u hrvatskom jeziku. Istraživanje se temelji na anketi provedenoj među biciklističkim entuzijastima. Rezultati istraživanja pokazuju da biciklistički entuzijasti u velikoj mjeri koriste hrvatske termine, ali da je i zastupljenost anglizama u nazivlju koje koriste također velika. Rezultati također upućuju na to da njihov regionalni govor ne utječe na njihovo korištenje anglizama. Rezultati pokazuju i da su stavovi ispitanika o posuđenicama iz engleskog jezika i hrvatskim terminima uglavnom podijeljeni. Ispitanici pokazuju blagu sklonost engleskim terminima, ali istovremeno ističu i važnost očuvanja hrvatskog jezika.

**Ključne riječi:** *anglizam, svakodnevna komunikacija, posuđivanje, purizam*

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## 1. Introduction

Many branches of industry and technology today are faced with the same issue – naming their new concepts and products. This process is known among terminologists as primary term formation (Sager, 1998, p. 253). Technological terminology is extremely volatile and this volatility is caused by frequent changes in materials, methods of production and design (Sager, 1998, p. 253). It is also often the case that “knowledge is transferred from one linguistic community to another and new terms are therefore created in the target language” (Sager, 1998, p. 253), which is called secondary term formation (Sager, 1998, p. 253). This happens because “differences exist between industrially highly developed and less developed linguistic communities” (Sager, 1998, p. 253).

Certain industry branches in countries where these branches are underdeveloped often see no need to standardize their terminology in their native language, either because there are too few manufacturers in their own country or they are simply oriented towards the foreign market. As a consequence, these industry branches often rely on borrowings from other languages. In recent years these borrowings have come mostly from the English language, which seems to be the most obvious choice for borrowing new terms since “English has become the world's lingua franca in many professional domains” (Millot, 2015, p. 1). Although such terms are mostly deemed temporary and unofficial solutions (Hudeček & Mihaljević 2012, p. 61), they are nonetheless used in everyday communication among experts in a certain field and they often remain in use long after their initial adoption.

One such example of an underdeveloped industry would certainly be the bicycle industry in Croatia<sup>1</sup>, which also heavily relies on borrowings, mostly from the English language. Because of this it served as an inspiration for this research alongside with the phenomena observed in the communication of bicycle enthusiasts.

One cannot really speak of an official terminology denoting bicycle parts in the Croatian language. Muhvić-Dimanovski and Skelin Horvat (2008), however, point out that “the triggers to create new

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<sup>1</sup> There has been a handful of companies which have recently emerged in Croatia. Their main target is, however, the foreign market. One such example would be *Greyp*, a brand of e-bikes produced by Mate Rimac (retrieved December 1, 2020, from <https://www.greyp.com/>). Another example would be the Osijek-based company *Shovel Components*, which produces mountain bike components (retrieved December 1, 2020, from <https://shovelcomponents.com/>). One more example would be the Karlovac-based company *Chelichana*, which mostly produces gym equipment, but also has its own brand of custom-made bicycles (retrieved December 1, 2020, from <https://www.instagram.com/chelichana.bikes/?hl=hr>).

words are present above all in communication” (p. 2) and that “at a certain moment the speaker finds out that the words he has at the disposal in his mother tongue cannot express a new concept, at least not precisely enough, because a word for it is missing” (p. 2). This communicative need leads to a development of a certain terminology, which in turn can more or less deviate from the preferred or prescribed term formation patterns in the standard language, in this case Croatian, which are propagated by the official terminology-standardizing bodies.

The main aim of this paper is to investigate the everyday use of terminology denoting bicycle parts by Croatian bicycle enthusiasts, both professionals and amateurs, especially with respect to borrowings from the English language. Another aim is to relate this use to the participants’ attitudes towards borrowings as well as their regional varieties. The research was conducted in the form of a survey encompassing speakers from five major cities in Croatia – Zagreb, Split, Rijeka, Osijek and Čakovec.

The paper is divided in the following way: Section 2 and its subsections give an overview of the terminological framework relevant for the topic of the paper. This part offers an insight into the differences between general and specialized language, touching upon the different types of term formation processes and different attitudes towards these processes. It also deals with the concepts of lexical and terminological gaps, and introduces the notion of preterminology. Furthermore, it presents some of the terminological postulates of the Croatian language standardizers relevant for the topic of this paper. Based on these terminological postulates, Croatian terminological practice is associated with the purist terminological tradition. The distinction between all the possible meanings of the word *naziv(lje)* (Eng. term(inology)) in the Croatian language is also touched upon, which is very important for the usage of the terms “term” and “terminology” in this paper. A definition of anglicisms and other types of borrowings relevant for the topic of this paper is also provided. An overview of relevant research that deals with similar topics is then provided in Section 3. Section 4 deals with research questions, hypotheses and aims. Section 5 describes the research methodology, whereas Section 6 presents the survey results. Section 7 offers a conclusion.



## 2. Terminology

### 2.1. Specialized language and term formation processes

Specialized language is the language used by experts in a certain scientific or technological field (Mihaljević, 1998, p. 7). What makes specialized language distinct from general language is its terminology – the lexical components of specialized language (Geeraerts, 2015, p. xvii). It is also worth noting that *terminology* is a term used for both the linguistic discipline and the object of the study of this discipline – the sum of all terms (Hudeček & Mihaljević, 2012, p. 11). Further meanings of this term and its Croatian equivalent will be discussed in Section 2.2.

The “rule systems of nomenclature” (Sager, 1998, p. 252), which are characteristic of specialized language, “overcome the unpredictability of word-formation and the ambiguity inherent in popular names and general language naming processes” (Sager, 1998, p. 252). It is, however, worth noting that “although specialized language abides by its own rules and denotative borrowing is one of its main characteristics, it is highly dependent on general language and similar rules can be applied to both of them” (Drljača, 2006, pp. 66-67), which makes the distinction between the two not always clear cut.

Two terms should also be cleared at this point: *lexical gaps*, which “concern words for which there is no direct translation in a target language, but which nonetheless need to receive a translation within the system” (Janssen, 2004, p. 1) and their terminological equivalents *terminological gaps* (Daoud, 2010).

Although, as Muhvić-Dimanovski and Skelin Horvat (2008, p. 2) point out, lexical gaps are filled spontaneously by the speakers when they occur in their communication, the approach to filling terminological gaps can also be more systematic. One of the possible approaches to filling these gaps could also include the so-called preterminology i.e. “set of preterms corresponding to a domain” (Daoud, 2010, p. 58). Contrary to a term, “which is a validated and standardized sign and has associated terminological information”, a preterm is “only an un-validated lexical unit that can denote a new concept” (Daoud, 2010, p. 58). In a sense, the notion of a *preterm* could be regarded as a broader understanding of a *term* or – more precisely – a term in the making. Because of this, one could consider all terminological borrowings – the not yet validated terms denoting a concept – preterms i.e. candidates for a future term.

Sager (1998, p. 253) names the following possibilities for secondary term formation and some possible attitudes towards it:

Through borrowing, loan translation, paraphrase and so on, the languages of developing countries are influenced by other languages and may, as a consequence, widen their means of expression. They find this influence more or less acceptable according to common elements between exporting and importing languages. Current attitudes to secondary term formation can be broadly divided into purist and permissive, and on the whole, mirror existing attitudes to any kind of foreign language influence.

However, permissive approaches to secondary term formation like the ones based on the notions of preterminology and borrowing, can be quite controversial since the terminological practice of smaller language communities such as the Croatian one is often quite conservative and wary of English influences, which is further discussed in Section 2.2.

## **2.2. Croatian terminological practice**

Hudeček and Mihaljević (2009) introduce nine postulates of Croatian terminology, which could be considered a reflection of the current attitudes towards secondary term formation in Croatian terminology. Two of these postulates seem to be extremely relevant for this paper. Hudeček & Mihaljević (2012) consider the postulate “Croatian words are given advantage over foreign words” (p. 70) the most important postulate of Croatian terminology. They do, however, name “accepting a foreign term” as one of the possibilities for term creation (Hudeček & Mihaljević, 2012, p. 49). They also introduce another important postulate, which proposes that “a term should be adjusted to the phonological, morphological, word-formation and syntactic system of the Croatian standard language” (Hudeček & Mihaljević, 2012, p. 70). Because their views on borrowing as a secondary term formation process are conservative, the authors are associated with purist terminological tendencies.

Turk and Opašić (2008, p. 80) define the resistance towards the borrowed foreign word as linguistic purism. It should be noted that “linguistic purism is rather seldom seen as a means of enriching the vocabulary of a language but much more frequently from its negative side” (Muhvić-Dimanovski & Skelin Horvat, 2008, p. 3). Turk & Opašić (2008, p. 80) also point out that exclusivity and intolerance are usually ascribed to purism.

Hudeček and Mihaljević (2012) also point out that the words *term* and *terminology* can both refer to *scientific or specialized terms* and *terminology*, which have been standardized by a terminology-standardizing agency, as well as to *jargon terms* and *jargon terminology*, which is used by experts in the field. The usage of these terms in the context of this paper corresponds to the latter meaning of the word, although the distinction between the two is not always clear and jargon terms and terminology might present a good foundation for creation of *scientific or specialized terms* – they can be seen as *preterms* (Daoud, 2010).

It is also worth noting that terms which have been accepted by a community of speakers are later difficult to replace with new terms (Drljača, 2006, p. 75), which speaks against the purist tendencies of replacing all foreign terms with domestic ones. Such purist tendencies are deemed by some speakers as unnecessary intrusions in one's language (Muhvić-Dimanovski & Skelin Horvat, 2008, pp. 22-23) and are often regarded as going against the nature of language itself.

Because the language used by the participants of the survey conducted as part of this research could be classified as a mixture of both general and specialized language, some interesting terms – from a term-formation and etymological perspective – occur in the survey results. Section 2.3. provides thus a definition of anglicisms and hybrids, which are the occurrences of interest in this paper. The language used by the participants is supposed to reflect their everyday spontaneous communication, so it is thought to be to a large extent free from explicit standardization attempts.

### **2.3. Anglicisms and hybrid terms**

Although they are often shunned by Croatian terminologists, anglicisms are the most frequent borrowings in the Croatian language today (Drljača, 2006, p. 67). Anglicisms are defined as “lexical units (simple words, compounds and elements of hybrid compounds) borrowed from the English language irrespective of its variant” (Bosnar-Valković, 2005, p. 171). Before the first half of the 20<sup>th</sup> century, when the influence of the English language became prevalent, Croatian was traditionally influenced by Latin, Greek, Italian, Turkish, French and German (Drljača, 2006, p. 65). This is the reason why Croatian also abounds in borrowings from these languages.

There are two main stages of borrowing. In the first stage, which encompasses many borrowings coming from the English language, the borrowings are deemed unacceptable by terminology experts and are not yet validated by the terminology-prescribing bodies. In the second stage, the borrowings, often coming from languages other than English, have to a large extent already entered

the dictionaries of the Croatian language. This is also visible in the terminology denoting bicycle parts, which is the terminology in the focus of this paper.

Another even more controversial type of borrowings are the so-called *hybrids*. Muhvić-Dimanovski (1992, p. 165) defines hybrids as compounds consisting of elements coming from more than one language. These terms are of special interest in this research because they point to a high degree of inconsistency in the terminology denoting bicycle parts and are usually associated with the communicative acts in which they most often occur.

It is, however, sometimes also the case that anglicisms and hybrids occur alongside Croatian terms or other, more established borrowings from languages like German, Italian or French and can be considered, to some extent, as *competing terms*.

### **3. Previous research**

Škifić and Mustapić (2012) conducted a study aiming to examine IT terminology in the Croatian language through a prism of language conflict and language ideology. The authors wanted to determine whether the (competing) presence of both Croatian terms and anglicisms is a sign of language conflict between the Croatian and the English language and whether the existence of this conflict makes purist language ideologies a valid tool for tackling them. Their research was conducted among elementary school students in a number of schools in the County of Zadar. The authors chose these students as their participants because they had been exposed to IT terminology from an early age. Their research method was a questionnaire offering competing terms for ten different concepts and illustrations of objects which had to be named. The results showed that a certain level of language conflict does occur, but that this competition between Croatian and English mostly occurs in instances where the speakers consider the anglicism in question more practical or already adapted to the Croatian language. However, the authors also stressed the importance of standardization as they found it important to prescribe the orthography of these seemingly adapted anglicisms, because a large number of misspellings and spelling insecurities had come to light through the analysis of the results.

The main point of the article by Hudeček and Mihaljević (2012) was to explore whether the terminology of the Croatian language is more logical and understandable to a speaker of Croatian than the terminology comprised of anglicisms. The authors analyzed a corpus of terms provided on

the terminological website *Bolje je hrvatski!* managed by the Institute of Croatian Language and Linguistics. A set of English terms was offered to a handful of experts and later on to the general public who were then given the chance to provide the Institute with their own Croatian equivalents. The authors then analyzed the terms that the members of the general public offered according to the main postulates of terminology of the Croatian language, which were referred to above (Section 2.2.) and which are described in detail in their book *Hrvatski terminološki priručnik* (2012). At the end of the article the authors concluded that their goal of raising awareness and drawing an interest of the public for these questions had been successful. They did not, however, make a definitive value judgment over which terms are more appropriate, although this can be derived from the fact that the analysis was based on the postulates of Croatian terminology. The authors seem to take it for granted that all terms should conform to the ideas propagated by the official language-standardizing bodies.

#### **4. Research aims, questions and hypotheses**

The main aim of this research is to determine to what extent bicycle enthusiasts who are speakers of various regional dialects of the Croatian language use anglicisms in their everyday, spontaneous communication about bicycle parts with their peers. More specifically, the study aims to explore the factors that contribute to the speakers' use of anglicisms and their motivation for borrowing from the English language. The research also aims to explore these speakers' more general attitudes regarding language use, language borrowing, and language purism in Croatian.

The main research questions investigated in this study are as follows:

1. To what extent do bicycle enthusiasts speaking various regional dialects of Croatian use anglicisms in their everyday communication about bicycle parts with their peers?
2. Borrowings from what other languages are used among bicycle enthusiast in Croatia to denote bicycle parts?
3. Which factors contribute to the speakers' choice of terms and the frequency of their use?
4. What kinds of attitudes do speakers have towards language use, borrowing from the English language and language purism in the Croatian language?

The main hypotheses investigated in this study are the following:

H1 Bicycle enthusiasts coming from different regions of Croatia use anglicisms to the same extent.

H2 Bicycle enthusiasts generally use fewer anglicisms when speaking with a less informed collocutor.

H3 Bicycle enthusiasts believe that English terms can be more practical in everyday communication than Croatian terms.

## **5. Research methodology**

There were two main stages of this research. The first stage involved the selection of terms based on a survey conducted in a previous, unpublished study (Botica et al. 2019). The second stage involved a new survey conducted among both professional and amateur bicycle enthusiasts to explore their language use, opinions and attitudes.

### **5.1. Term selection**

As a guideline for choosing the terms denoting bicycle parts to be included in this research, a smaller-scale study (Botica et al., 2019) served as a steppingstone for this research. The survey conducted as part of that research, which was not published, shed some light on terms which could possibly be of interest for further research. Based on the results of that survey, a list of questions used in the present study was compiled (Appendix 1).

One criterion for the inclusion of terms in the survey conducted for the purpose of the present study was that the terms provided by the participants of the previous study showed a high level of inconsistency i.e. participants provided a lot of different terms denoting a single bicycle part. Another criterion was that a large number of participants opted for an anglicism. Other criteria were that the majority of participants provided a borrowing from some other language such as German, Italian, French or Hungarian, or they provided a Croatian term as a solution.

Based on these criteria, one could divide the questions about the bicycle parts from the previous study into four groups according to the terms provided as answers:

type-A question	Terms provided by the participants show a high level of inconsistency.
type-B question	Terms provided by the participants are mostly anglicisms.
type-C question	Terms provided by the participants are mostly Croatian terms.
type-D question	Terms provided by the participants are mostly borrowings from other languages such as German, Italian, French or Hungarian.

**Table 1 – Question types from the previous study according to the terms provided in the answers**

The answers provided by the participants of the previous study allowed the researcher to gain some sense of the possible answers to the corresponding questions in this study. The present survey (Appendix 1) includes five type-A questions, five type-B questions, five type-C questions, five type-D questions. These different types of questions were mixed in the survey in order to avoid suggestibility.

Another way in which the previous study proved useful was the feedback from the participants indicating that some questions were unclear without an image. For this reason, in the present study the questions were accompanied by images.

Another lesson learned from the previous study was related to the selection of the participants. While the sampling was non-random in both studies, the first sample was convenient because the survey was primarily distributed through social networks like Facebook, whereas the second sample was purposeful because the survey was distributed via e-mail and personal WhatsApp messages, almost exclusively among bicycle enthusiasts. Purposeful sampling proved to be a better sampling technique because the participants from the present study showed a higher degree of knowledge about bicycle mechanics.

## 5.2. Survey

The survey was designed in such a way as to provide answers to all of the above-mentioned research questions and hypotheses. It was conducted among bicycle enthusiast who are speakers of various regional dialects of the Croatian language. The regions in question all revolve around five urban centres in various parts of Croatia. The following urban centres and regions were included in the survey:

- A. Zagreb and central Croatia
- B. Rijeka, Kvarner and Istria

- C. Split and central Dalmatia
- D. Osijek, Slavonia and Baranja
- E. Čakovec and northern Croatia

The questionnaire, which is available in full in Appendix 1, was made using the online survey tool LimeSurvey, which is free of charge for professors, researchers and students at Croatian universities<sup>2</sup>. The survey was made up of four parts and consists of 30 questions. The survey also included an introductory note with instructions for the participants, a short description of the survey and a statement guaranteeing the participants their anonymity and that the results would be presented only on a group level. The participants were also informed that they can quit the survey at any time.

The first group of questions in the survey was made up of four demographic questions (Q1-Q4). These pertained to the age and past and current places of residence of the participants and whether the participants dealt with bicycles as amateurs or as professionals. The second group of questions (Q5-Q24) contained 20 questions accompanied by images of 20 different bicycle parts. The participants were then asked to name these parts as they would refer to them when communicating with their peers in an informal situation. The third part introduced four questions (Q25-28) about language use. These questions pertained to the perceived general frequency of use of anglicisms when talking about bicycle mechanics and the perceived frequency of use of anglicisms depending on the level of knowledge of the collocutor. In this part, the participants were also asked to state whether they adapt their language and, if yes, in what way. They were also asked about their term preferences i.e. whether they prefer English over Croatian terms as well as about their reasoning behind giving certain terms advantage over the others. The fourth part explored language attitudes of survey participants in the form of four attitudes (A1-A4) measured on a five-point Likert scale (Q29). These questions explored participants' attitudes towards borrowings from English, practicality of Croatian terminology, use of English terms in specific situations and the need to defend the Croatian language from foreign influences. An opportunity to leave additional comments was also provided (Q30). All questions in the survey were obligatory except Q4 and Q30; in Q3 the participants were given the opportunity to provide their former places of residence and in Q30 they were given the chance to leave a comment.

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<sup>2</sup> retrieved January 25, 2020, from <https://www.srce.unizg.hr/limesurvey>



A total of 243 participants took part in this survey, but only 149 of them provided answers to all questions in the survey. The remaining 94 survey participants provided incomplete answers. Because the 94 participants failed to provide answers to the last group of questions, measured on a five-point Likert scale, which is the only group of questions in the survey that can be analysed with the help of inferential statistics, their responses were not taken into account. In addition to that, two participants who completed the survey in its entirety were excluded from the final analysis because their responses were invalid in the sense that they provided no terms in their answers but rather comments on the survey itself. This makes the final number of participant responses analysed for the purpose of this study 147.

The first set of data gathered from the survey was analysed with the help of the free open-source statistics program JASP<sup>3</sup> and includes a descriptive analysis. The second set of data gathered from the survey was analysed with the help of inferential nonparametric statistics. This was done in jamovi<sup>4</sup>, also a free open-source statistics program. Both sets of data were first extracted from LimeSurvey as XLSX files, then converted to CSV files with the help of Microsoft Excel and then opened in the two statistics programs. All graphic representations of the data were made in Microsoft Excel and Microsoft Word.

## **6. Results**

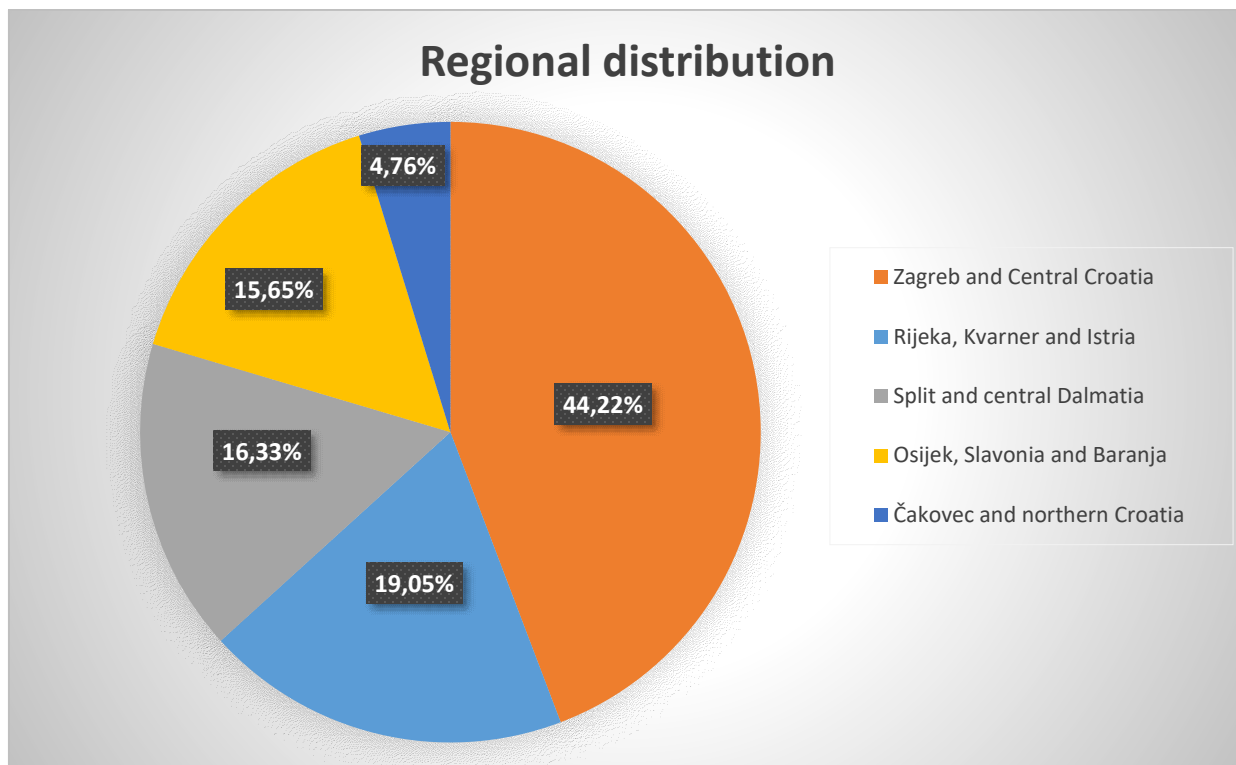
### **6.1. Demographics**

As mentioned above, the first group of questions pertained to participant demographics. The participants were aged between 13 and 70, the median age being 36. The participants were then asked to provide their current place of residence (a comprehensive list of cities provided as the place of residence is shown in Appendix 2). A total of 65 participants (44.22%) from the region of Zagreb and central Croatia took part in the survey. 28 survey participants (19.05%) stated their place of residence was situated in the region of Rijeka, Kvarner and Istria. 24 participants (16.33%) stated that they come from the region of Split and central Dalmatia. The region of Osijek, Slavonia and Baranja is represented by 23 participants (15.65%), while seven participants (4.76%) stated that they come from the region of Čakovec and northern Croatia (Fig. 1).

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<sup>3</sup> retrieved March 5, 2021, from <https://jasp-stats.org/>

<sup>4</sup> retrieved March 5, 2021, from <https://www.jamovi.org/>



**Figure 1 – Regional distribution according to places of residence provided in Q2**

The participants were asked an additional question (Q3) regarding their former places of residence to determine whether they had spent any time in one of the other Croatian regions and/or abroad. 91 participants (61.90%) stated they had spent a part of their life in some place other than their current place of residence, whereas 37 participants (25.17%) stated that they had not. 13 participants (8.84%) provided no answer to this question and six responses (4.14%) were invalid.

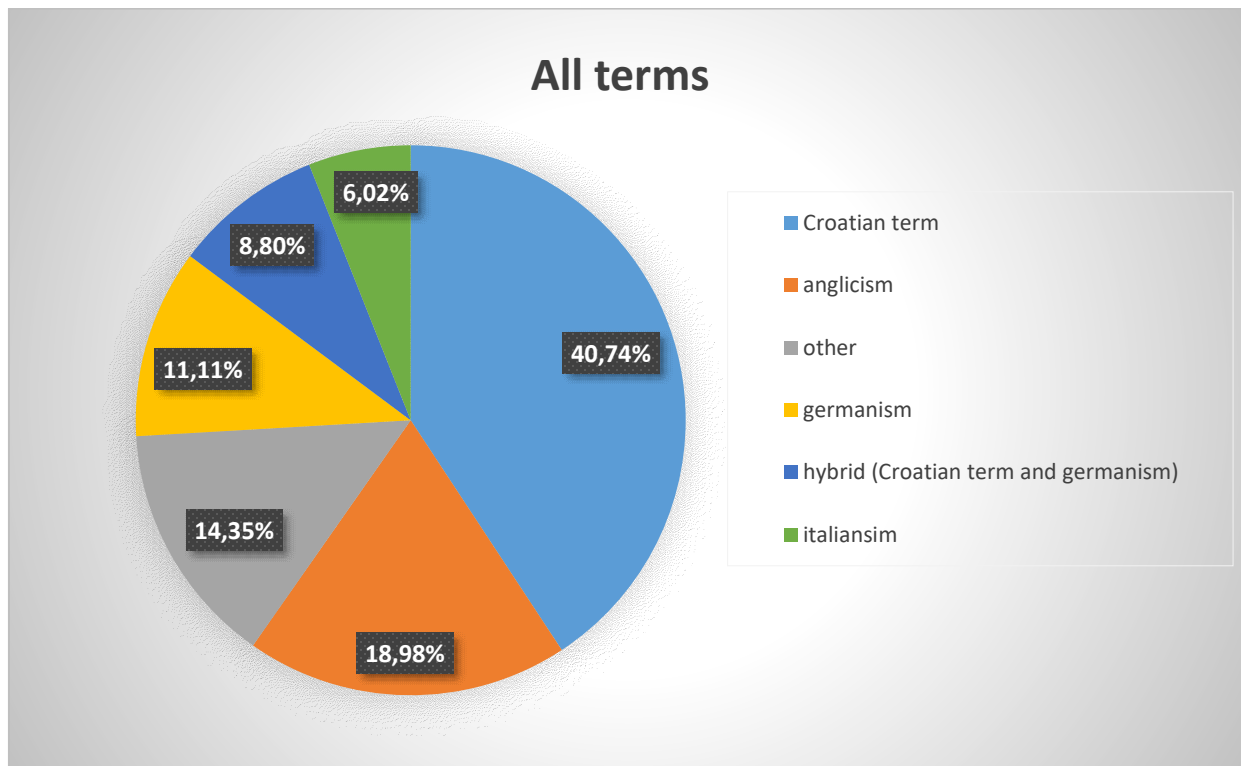
The participants were also asked (Q4) to state whether they deal with bicycles as amateurs or professionals. 125 participants (85.03%) stated they were amateurs and 22 (14.97%) stated they were professionals.

## **6.2. Terms according to their etymology**

The second part of the questionnaire comprised questions about terms denoting 20 various bicycle parts. Based on the answers provided by the participants and a thorough analysis of these answers, the final glossary of terms was compiled (Appendix 3). During the analysis of the terminology emphasis was put on the etymological background of the terms i.e. the terms were first roughly divided into six categories – anglicisms, (domestic) Croatian terms, germanisms and hybrids

consisting of a Croatian term and a germanism, italianisms and other. A total of 216 terms were provided by the participants and included in the glossary<sup>5</sup>.

Out of these 216 terms, 88 (40.74%) are Croatian terms, 41 (18.98%) are anglicisms, 24 (11.11%) are germanisms, 31 (14.35%) are of other origin, 19 (8.80%) are hybrids consisting of a both a Croatian term and a germanism and 13 (6.02%) are italianisms (Fig. 2).



**Figure 2 – All terms used by the participants to denote bicycle parts, according to their etymology**

Among the terms of other origin, 8 (3.70%) are hybrids consisting of a Croatian term and an anglicism, 5 (2.31%) are hybrids consisting of a Croatian term and a gallicism, 4 (1.85%) are hybrids consisting of an anglicism and germanism, 3 (1.39%) are hybrids consisting of a Croatian term and an italianism, 3 (1.39%) are hybrids consisting of an anglicism and gallicism, 3 (1.39%) are hybrids consisting of a Croatian term and a hungarianism, 3 (1.39%) are gallicisms, 1 (0.46%)

<sup>5</sup> The final number of terms in the glossary (Appendix 3) might appear to be lower. Some terms that had to be analyzed separately because of the different etymologies of their constituents (such as “navlaka”, “navlaka volana” and “navlaka kormana”) can all be found under the same entry in the glossary, as “navlaka (volana/kormana/guvernala/upravljaja)”. Another glossary containing all terms according to their etymology can be found in Appendix 5.

is a hungarianism and 1 (0.46%) is a hybrid consisting of a Croatian term, an anglicism and a gallicism.

Table 2 offers an overview of the most frequent terms provided by all participants with respect to their etymologies. It should be noted that not all etymologies are included in the table, so the percentage of terms does not necessarily add up to 100%. Percentage in bold represents the largest group of answers for each term.

	<b>Croatian term</b>	<b>anglicism</b>	<b>germanism</b>	<b>italianism</b>	<b>gallicism</b>
chain	<b>lanac (97.96%)</b>	x	x	kadina/katena (2.04%)	x
bottom bracket (BB)	ležaj pogona (9.52%)	<b>bottom bracket (BB) (45.58%)</b>	x	bukula (0.68%)	x
spoke	<b>žbica (87.76%)</b>	x	špajla (6.12%)	rađa (6.12%)	x
headset	ležaj vilice (13.61%)	<b>headset (hedset) (55.10%)</b>	štajrung (1.36%)	serie sterzo (0.68%)	x
saddle	sjedalo (12.93%)	x	<b>sic (zic) (86.39%)</b>	šella (sella) (0.68%)	x
grip	ručka (25.17%)	<b>grip (62.59%)</b>	grif (0.68%)	x	x
chainstay	donja cijev stražnje vilice (6.80%)	<b>chainstay (48.30%)</b>	x	balancin (0.68%)	x
seatstay	gornja cijev stražnje vilice (7.48%)	<b>seatstay (34.69%)</b>	x	x	x

stem	<b>lula (lulica)</b> <b>(95.24%)</b>	stem (2.72%)	x	x	x
hub	glava (glavčina) (10.88%)	hub (2.72%)	<b>naba</b> <b>(68.71%)</b>	x	x
steerer tube	vrat vilice (10.88%)	<b>steerer</b> <b>(stirer)</b> <b>(46.26%)</b>	x	x	x
barrel adjuster	zatezač (4.08%)	<b>barrel</b> <b>adjuster</b> <b>(8.84%)</b>	španer sajle (4.76%)	x	x
handlebar (drop bar)	upravljajč (1.36%)	dropbar (14.97%)	x	timun (1.36%)	<b>volan</b> <b>(65.31%)</b>
rim	<b>obruč</b> <b>(72.79%)</b>	rim (0.68%)	felga (16.33%)	x	x
dropout	nosač kotača (4.08%)	<b>dropout</b> <b>(dropaut)</b> <b>(48.98%)</b>	štrebna (0.68%)	forcellini (0.68%)	x
seat post (dropper post)	cijev sjedala (20.41%)	dropper (droper) (5.44%)	<b>sic-štanga</b> <b>(zic-štanga)</b> <b>(47.62%)</b>	x	x
tube	<b>zračnica</b> <b>(78.23%)</b>	tube (0.68%)	šlauf (3.40%)	buvel (15.65%)	x
quick release skewer	zatvarač (8.16%)	<b>quick release</b> <b>(QR)</b> <b>(47.62%)</b>	šnelšpaner (0.68%)	x	x
crank arm	poluga pogona (4.76%)	crank (krenk) (7.48%)	<b>kurbla</b> <b>(62.59%)</b>	x	x

mudguard/fender	<b>blatobran</b> (95.24%)	ass saver (0.68%)	x	parafanghi (0.68%)	x
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**Table 2 – Frequency of terms provided by all participants according to their etymology**

Out of the 20 bicycle parts included in the survey, anglicisms proved to be the most frequent terms used by the participants in nine questions, which makes almost half of the questions. In eight questions of the remaining eleven, at least one participant provided an anglicism as an answer. Only in three questions were no anglicisms provided by any of the participants. Borrowings of other etymologies were not analysed in this part because they fall outside the scope of the present research.

The nine anglicisms that were the most frequent terms for their respective concepts were *bottom bracket (BB)*, *headset (hedset)*, *grip*, *chainstay*, *seatstay*, *steerer (stirer)*, *barrel adjuster*, *dropout (dropaut)* and *quick release (QR)*.

The term *bottom bracket (BB)* was listed by 45.58% of the participants, followed by the Croatian term *ležaj pogona* (9.52%) and the italianism *bukula* (0.68%), which were used by a considerably lower number of participants. This points to the conclusion that *bottom bracket (BB)* is the most widely accepted term for this bicycle part among the participants.

The term *headset (hedset)* was provided by 55.10% of the participants. It is followed by the Croatian term *ležaj vilice* (13.61%), the germanism *štajrung* (1.36%) and the italianism *serie sterzo* (0.68%), which were used by a much lower number of participants. One can interpret this as *headset (hedset)* being the most established term for this bicycle part among the participants.

The term *grip* was used by 62.59% of the participants. However, quite a large number of participants opted for a Croatian term *ručka* (25.17%), which points to the conclusion that these two terms are to an extent competing terms among the participants.

48.30% of the participants opted for the term *chainstay*, followed by the Croatian term *donja cijev stražnje vilice* (6.80%) and the italianism *balancin* (0.68%), which were used by a considerably lower number of participants. One possible conclusion is that *chainstay* is the most widely accepted term for this bicycle part among the participants.

The term *seatstay* was used by 34.69% of the participants. It is followed by the Croatian term *gornja cijev stražnje vilice* (7.48%), which was provided by a significantly lower number of participants. One possible interpretation of this is that *seatstay* is the most established term for this bicycle part among the participants.

The term *steerer* (*stirer*) was provided by 46.26% of the participants, followed by the Croatian term *vrat vilice* (10.88%), which was used by a considerably lower number of participants. This points to the conclusion that *steerer* (*stirer*) is the most widely accepted term for this bicycle part among the participants.

The term *barrel adjuster* was provided by relatively few participants (8.84%). It is followed by the Croatian term *zatezač* (4.08%) and the germanism *španer sajle* (4.76%). All three most frequent terms are, however, used by a relatively small number of participants. A lot of participants also provided a descriptive expression for this bicycle part, which is the main reason why the percentages of the terms included in the table are so low. One can draw the conclusion that many participants were unsure how to name this bicycle part and therefore opted for a descriptive expression.

The term *dropout* (*dropaut*) is listed by 48.98% of the participants. It is followed by the Croatian term *noslač kotača* (4.08%), the germanism *štrebna* (0.68%) and the italianism *forcellini* (0.68%), which were used by a significantly lower number of participants. This points to the conclusion that *dropout* (*dropaut*) is the most widely established term for this bicycle part among the participants.

The term *quick release* (*QR*) is provided by 47.62% of the participants, followed by the Croatian term *zatvarač* (8.16%) and the germanism *šnelšpaner* (0.68%), which were used by a much lower number of participants. One can draw the conclusion that *quick release* (*QR*) is the most widely accepted term for this bicycle part among the participants.

Other anglicisms such as *stem*, *hub*, *rim*, *dropbar*, *rim*, *dropper* (*droper*), *tube*, *crank* (*krenk*) and *ass saver* occur occasionally, but the frequencies of their occurrence are much lower, which is why they are not so interesting in this analysis as they could be considered to be idiosyncratic.

### **6.3. Terms with respect to the regional division**

The terms and their etymologies were further analysed with respect to the regional division. Participants from the region of Zagreb and central Croatia provided a total of 146 terms,

participants from the region of Rijeka, Kvarner and Istria 114 terms, participants from the region of Split and central Dalmatia 116 terms, participants from the region of Osijek, Slavonia and Baranja 91 terms and participants from the region of Čakovec and northern Croatia 52 terms.

Table 3 shows the results of term etymology with respect to the regional division used in this stud. It should be noted that not all etymologies are included in the table, so the percentage of terms does not necessarily add up to 100%. Anglicisms are marked in bold and the second largest group of borrowings is put in italics. When the percentages of two groups of borrowings are similar then they are both italicized.

<b>Region</b>	Croatian term	anglicism	germanism	italianism	gallicism	hungarianism
Zagreb and central Croatia	45.89%	<b>26.71%</b>	<i>14.38%</i>	2.05%	2.05%	0.68%
Rijeka, Kvarner and Istria	42.98%	<b>28.07%</b>	<i>9.65%</i>	<i>9.65%</i>	1.75%	0.00%
Split and central Dalmatia	43.10%	<b>26.72%</b>	<i>9.48%</i>	<i>7.76%</i>	2.59%	0.00%
Osijek, Slavonia and Baranja	47.25%	<b>29.67%</b>	<i>8.79%</i>	0.00%	1.10%	1.10%
Čakovec and northern Croatia	48.08%	<b>19.23%</b>	<i>17.31%</i>	0.00%	1.92%	0.00%

**Table 3 – Etymologies of terms provided by the participants with respect to the regional division**

Croatian terms make up the largest group of answers in all five regions. However, it is worth noting that the second largest group of answers in all five regions are anglicisms, which make up almost a third of all answers. Germanisms are also present to a large extent in all of the regions. Italianisms are only minorly present in the continental regions, but they make up a relatively large group of answers in the coastal regions. Gallicisms are also present in all five regions, whereas



hungarianisms are only present in Zagreb and central Croatia region and Osijek, Slavonia and Baranja. However, it should be noted that borrowings of other etymologies were not analysed in detail in this part because of the limited scope of the research.

This data was further analysed to find out which specific terms occur most frequently.

Due to spatial constraints, tables (6-11) with these results are given in Appendix 6, showing five terms provided for each bicycle part included in the survey with respect to their etymology. Anglicisms have been found to make up a large portion of terms in all five regions and are in most cases the first or the second largest group of answers.

The English term *bottom bracket (BB)* is the most frequent term for that bicycle part in all regions except for Čakovec and northern Croatia where the Croatian term *ležaj pogona* is more frequently used. The English term *barrel adjuster* occurs as the most frequent term for the given concept in Zagreb and central Croatia and Split and central Dalmatia; in Rijeka, Kvarner and Istria the Croatian term<sup>6</sup> *regulator* is more frequently used and in Osijek, Slavonia and Baranja the germanism *španer sajle* is more frequently used; in the Čakovec and northern Croatia region the participants were not familiar with any terms denoting this part.

Anglicisms *headset, grip, seatstay, chainstay, steerer* and *quick release* are the most frequent terms for the given bicycle parts used in all five regions.

Other anglicisms such as *stem, hub, rim, dropbar, rim, dropper (droper), tube, crank (krenk) and ass saver* occur occasionally, but the frequencies of their occurrence are much lower, which is why they are not of interest in this analysis as they could be considered to be idiosyncratic and cannot be put in relation with the regional division.

#### **6.4. Term use and preferences**

In Q25 the participants were asked about their perceived frequency of use of anglicism when talking about bicycle parts. The majority of the participants (76.87%) stated that they use anglicisms often, 19.05% that they use them rarely and 4.08% that they use them always (Table 4).

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<sup>6</sup> This is, in a strict sense, a borrowing from Latin. However, since Hudeček & Mihaljević (2012, pp. 58-59) give advantage to borrowings from Latin and Ancient Greek claiming that they are easily adapted to the Croatian language and they make up a group of well-established borrowings, the term *regulator* is here regarded as an internationalism and – in order to simplify the analysis – a Croatian term. This was done because the paper focuses on borrowings from languages still in use, which have a direct influence on the present-day Croatian.

How often do you use anglicisms when talking about bicycle parts?	
Often	76.87%
Rarely	19.05%
Always	4.08%

**Table 4 – Frequency of use of anglicisms according to responses provided in Q25**

In Q26 the participants were asked whether they use more or fewer anglicisms depending on how knowledgeable about bicycle mechanics their collocutor is. 47.62 % of the participants responded they use more anglicisms when talking to collocutors who possess approximately the same amount of knowledge about bicycles as they do, 44.90 % stated that they use anglicisms equally regardless of the collocutor and 7.48% stated they use fewer anglicisms when talking to collocutors who possess approximately the same amount of knowledge about bicycles as they do (Table 5).

Do you use more or fewer anglicism when talking to collocutors with different levels of knowledge about bicycle mechanics?	
I use more anglicisms when talking to collocutors who possess approximately the same amount of knowledge as I do.	47.62%
I use them equally regardless of the collocutor.	44.90%
I use fewer anglicisms when talking to collocutors who possess approximately the same amount of knowledge as I do.	7.48%

**Table 5 – Frequency of use of anglicisms depending on the collocutor according to responses provided in Q26**

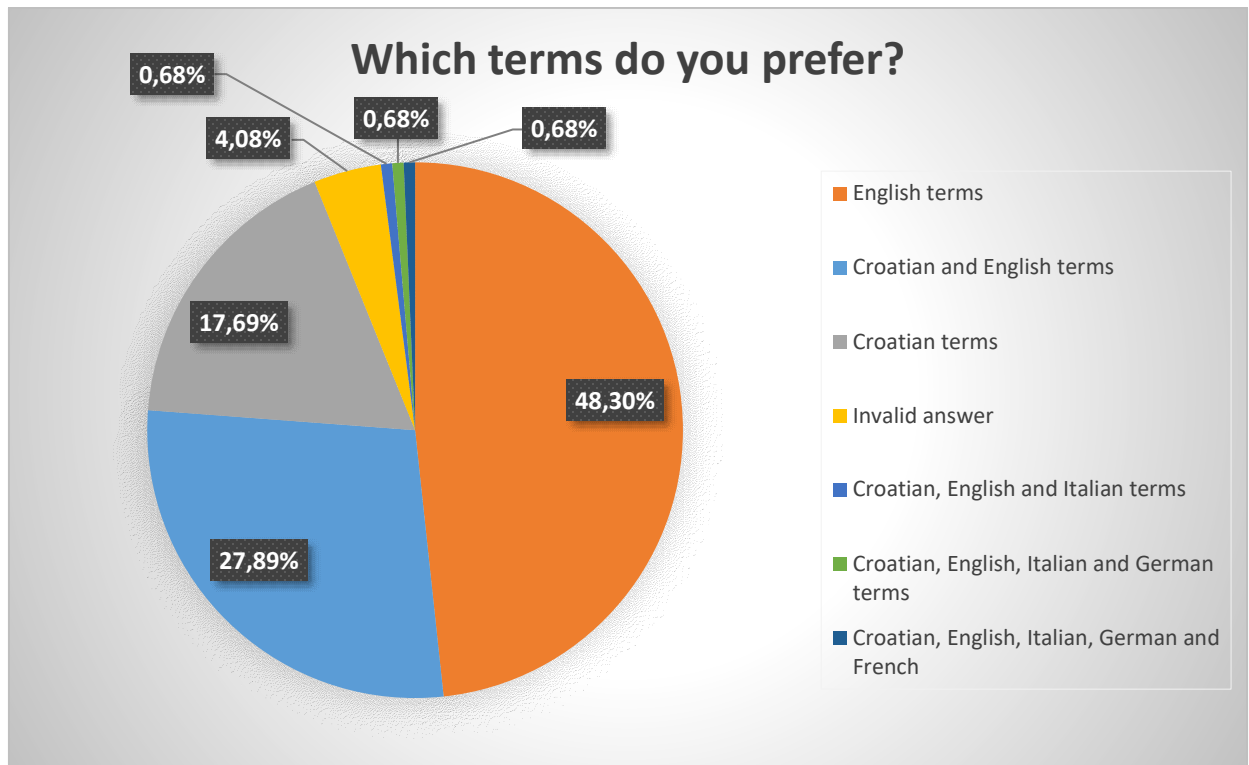
In Q27 the participants were asked whether and in what way they adapt their language when talking to a less informed collocutor. The majority of the participants (71.43%) responded that they adapt their language, 25.85% responded that they do not and 2.75% provided an invalid answer.

Do you adapt your language when talking to a less informed collocutor?	
Yes	71.43%
No	25.85%
Invalid answer	2.72%

**Table 6 – Language adaptation depending on the collocutor according to responses provided in Q27**

When asked about the way in which they adapt their language a large number of them responded that they tend to use more descriptions. Some participants added that they tend to use more Croatian terms. Others said that they often tend to explain the specific function of a given part. A large number of participants said that they resort to pointing to bicycle parts when talking about them. Some participants stated that they combine all of the above-mentioned strategies. A number of participants commented that they first evaluate the level of knowledge of their collocutor and then decide whether they should adapt their language or not. Some responded that they tend to talk more generally about the topic, while others stated that they tend to use synonyms and colloquial terms more often. Some also commented that they generally tend to simplify their language. A few participants also responded that the only thing that matters to them is that their collocutor understands them.

In Q28, participants were asked about their term preferences. They were also asked to explain this preference. 71 participants (48.30%) responded that they prefer English terms, 41 participants (27.89%) said that they use both Croatian and English terms, 26 participants (17.69%) responded that they prefer Croatian terms, 6 participants (4.08%) provided an invalid answer, 1 participant (0.68%) expressed his or her preference for Croatian, English and Italian terms; 1 participant (0.68%) stated that he or she uses Croatian, English, Italian and German terms and another participant (0.68%) that he or she uses Croatian, English, Italian, German and French terms (Figure 3).



**Figure 3 – Term preferences according to responses provided in Q28**

When asked about reasons for their term preferences, a large number of participants responded that they prefer English terms because they are easier to understand. Some participants also said that they prefer English terms because they are confronted with them on the internet, either through resources of knowledge about bicycle mechanics or when buying spare parts in various web stores. Other participants responded that they feel that the Croatian terminology denoting bicycle parts is not precise and developed enough. Some added that they are not familiar with this terminology in the Croatian language. Some pointed out that English terms are more universal and widespread. Some participants gave all of the above-mentioned reasons. A few participants pointed out that using English terms makes communication easier and more economical. Some participants, however, also stated that they are not familiar with the English terminology, which is why they opt for a Croatian term. Some participants stated that they prefer using Croatian terms because Croatian is their mother tongue. Some participants also responded they feel there is no need to use borrowings when there are Croatian terms available. One participant stated that he or she feels it is important to use Croatian terms because this goes on to prove that Croatian is a rich language, but at the same time he or she stated that they also use English terms quite often. One participant also commented that Croatian terms are more graphic. One participant responded that Croatian is full

of other borrowings apart from the ones from English and that one should use them all. A large number of participants stated that they like using both Croatian and English terms and that this mostly depends on the situation and/or their collocutor. A few participants said that both Croatian terms and English terms have their advantages and disadvantages and are thus both equally acceptable. Some participants pointed out that the only thing that matters to them is that their collocutor understands them. In relation to this, two participants expressed their liking for Croatian, English as well as Italian, German and French terms.

### **6.5. Participants' attitudes**

In Q29 participants were presented with four attitudes about language use, borrowing from the English language and the influence of the English language on Croatian. They were asked to provide an answer on a five-point Likert type scale (1= strongly disagree; 5 = strongly agree). The attitudes are as follows:

A1 It is more valid to use Croatian terms than English terms.

A2 Croatian terms are inadequate for use.

A3 It is sometimes more appropriate to use English terms.

A4 It is important to protect the Croatian language from the influence of foreign languages.

The answers provided by the participants were then analysed quantitatively with the help of the *jamovi* program, which offers a wide range of both parametric and nonparametric statistical tests.

The first statement was *It is more valid to use Croatian terms than English terms*, with a mean value of 3.00 on a scale from 1 to 5, with the participants nearly equally divided in their attitudes and the others being undecided. Out of 147 participants, 41 (28.57%) mostly or strongly disagreed, 39 (26.53%) mostly or strongly agreed, while the remaining 66 (44.90%) chose the middle point.

The second statement was *Croatian terms are inadequate for use*, with a mean value of 3.37 on a scale from 1 to 5, with almost half of the participants expressing agreement, a third being undecided and a relative minority expressing disagreement. 72 (48.98%) mostly or strongly agreed with this statement, 49 (33.33%) were undecided and the remaining 26 (17.69%) mostly or strongly disagreed.

The third statement was *It is sometimes more appropriate to use English terms*, with a mean value of 4.22 on a scale from 1 to 5, which means that a large majority of the participants expressed

agreement. 124 (84.35%) stated they mostly or strongly agreed, 12 (8.16%) chose the middle point and 11 mostly or strongly disagreed (7.48%)

The fourth statement was *It is important to protect the Croatian language from the influence of foreign languages*, with a mean value of 3.1 on a scale from 1 to 5, with all attitudes almost equally represented among the participants. 52 (35.32%) participants mostly or strongly agreed, 48 (32.65%) mostly or strongly disagreed and 47 (31.97%) were undecided.

*A preference for English terms* was chosen to be the underlying concept i.e. the common denominator for these four attitudes. Overall, the participants were slightly leaning in favour of English terms, but some were also undecided or protective of Croatian. They feel that the Croatian language should be protected from foreign influence, but also that its terminology is inadequate and that English terms can sometimes be more appropriate.

To test the statistical difference in attitudes among the participants with respect to their regions, the first step was to recode the answers provided by the participants in A1 and A4, which originally express an attitude of general preference for Croatian terms. In practice, this means that e.g. all *mostly agree* (4) answers were recoded to *mostly disagree* (2). The second step was to make an assumption check which is a prerequisite for further analysis. The set of data checked were the answers provided by participants from the five regions included in the survey. This set of data was checked with the help of the Shapiro-Wilk normality test. This test showed that  $p$  is 0.006, which is lower than 0,05 and suggests a violation of the assumption of normality. This normality of distribution is the most important prerequisite for the ANOVA-test. Because of this, the test used on this set of data was the Kruskal-Wallis test, which is the non-parametric equivalent of the ANOVA. The Kruskal-Wallis test showed that  $p$  is 0,767 i.e. that there is no statistical difference among the participants from different regions when it comes to their attitudes to anglicisms.

## 7. Conclusion

The main aim of this research was to determine to what extent speakers of various regional dialects of the Croatian language who are bicycle enthusiasts use anglicisms in their everyday communication about bicycle parts among their peers. Another aim was to determine which other factors contribute to their use of anglicisms. This was done to gain a better insight into the language use in their everyday communication and to explore their reasons behind borrowing from the English language.

As the results show, bicycle enthusiasts generally use a lot of Croatian terms. However, they do also quite often opt for English terms, which have been found to make up a large portion of the terminology they use in their everyday communication.

The results also show that their regional dialect has little influence on their frequency of use of anglicisms or attitudes. The reason behind this could lie in the fact that many of the participants have spent a part of their life in some place other than their current place of residence – either abroad or in one of the other regions in Croatia. They also tend to use a lot of other borrowings such as germanisms, gallicisms, italianisms, hungarianisms and hybrid terms, but this was not further analysed in this paper because of its limited scope.

Another factor which greatly contributes to their choice of terms is the level of knowledge of the collocutor. This was addressed in detail by the participants in answers to questions that were analysed qualitatively and in which the participants were asked to provide an explanation for their term preferences and language adaptation with different collocutors i.e. in different situations.

The results show that their use of anglicisms does depend on the level of knowledge of the collocutor as they tend to use more anglicisms with collocutors who possess approximately the same amount of knowledge as they do. They also tend to generally adapt their language in various ways when talking to different collocutors. The results of the questions pertaining to their attitudes show a mild preference for English terms. They generally find English terms to be more appropriate in some situations, which is to an extent also confirmed by the results of the survey, where anglicisms are well-represented. Based on all this, the results confirm H1, H2 and H3.

More comprehensive research into attitudes of speakers would possibly offer a better insight into differences in attitudes between the groups. A standardized test of attitudes containing more

attitudes about borrowing from the English language would be a helpful tool in accomplishing this. Further research should also focus more on borrowings from other languages as they make up a significant part of the terminology denoting bicycle parts. In relation to this, it would also be interesting to focus on the influence of foreign languages on the various regional dialects of the Croatian language. It would also be interesting to explore the differences in the use of terms between speakers from different age groups. Apart from the communicative aspect of all of these borrowings that was explored in this research, it would be interesting to look into the spelling of these borrowings. Finally, it would be interesting to explore the validity of borrowing from the English language in a terminology that is highly underdeveloped in the Croatian language.



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## Appendix 1 – Survey

### Nazivi za dijelove bicikla

Ova anketa provodi se u sklopu diplomskog rada na diplomskom studiju prevoditeljstva na Odsjeku za anglistiku Filozofskog fakulteta Sveučilišta u Zagrebu. Namijenjena je biciklističkim entuzijastima, bilo profesionalcima bilo amaterima, koji su dobro upoznati s mehanikom bicikla. To su ljudi koji često u komunikaciji s drugim entuzijastima, ali i sa sugovornicima koji posjeduju manju količinu znanja o dijelovima bicikla, koriste nazive za razne dijelove bicikla. Pitanja u ovoj anketi usmjerena su na nazive koje koriste u **komunikaciji sa sugovornicima koji raspolažu (pod)jednakom količinom znanja o dijelovima bicikla**. Cilj je ankete prikupiti informacije o tome koji se nazivi upotrebljavaju u takvoj komunikaciji te ispitati stavove govornika o tim nazivima.

Anketa se sastoji od četiri dijela. Prvi dio obuhvaća četiri pitanja o ispitanicima. Drugi dio sadrži 20 pitanja u kojima je ponuđena fotografija određenog dijela bicikla koji je potrebno imenovati. **Na tih 20 pitanja odgovarajte kao da razgovarate s osobom za koju pretpostavljate da o biciklima zna otprilike koliko i Vi**. Treći dio obuhvaća četiri općenita pitanja o uporabi naziva, dok četvrti sadrži četiri pitanja o stavovima ispitanika. Na kraju ankete moguće je ostaviti komentar na temu ankete ili samu anketu. Trajanje ankete procjenjuje se na 10 minuta.

Ova anketa posve je anonimna, odnosno pitanja u njoj postavljena su na način koji jamči anonimnost, a svi će se rezultati obraditi i prezentirati isključivo na grupnoj bazi. Ispunjavanje upitnika ne nosi sa sobom posebne koristi ni rizike za ispitanika, ali ispitanik može u svakom trenutku odustati od ispunjavanja. Daljnjim ispunjavanjem upitnika dajete svoj informirani pristanak na sudjelovanje u ovom istraživanju.

Za sva pitanja slobodno se javite na e-mail adresu [helenanikolic95@gmail.com](mailto:helenanikolic95@gmail.com).

Unaprijed hvala na sudjelovanju!

Ostatak ove poruke automatski generira platforma za izradu anketa LimeSurvey.

Postoji 30 pitanja u ovom upitniku.

### 1. dio

Pitanja o ispitaniku

[Q1]Vaša dob: \*

Molimo unesite svoj odgovor ovdje:

[Q2]Mjesto stanovanja: \*

Molimo unesite svoj odgovor ovdje:

[Q3]Jeste li proveli dio života u nekom drugom mjestu u odnosu na ono gdje sada živite? Ako jeste, koje je to mjesto?

Molimo unesite svoj odgovor ovdje:

[Q4]Bavite li se biciklima profesionalno ili amaterski? \*

Izaberite jedan od ponuđenih odgovora

Molim izaberite **samo jedan** od ponuđenih odgovora.

profesionalno

amaterski

2. dio

Pitanja o dijelovima bicikla

Napomena: Ako neki naziv ne znate ili niste sigurni u njega, u odgovoru napišite "ne znam" ili "nisam siguran/a".

[Q5]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**

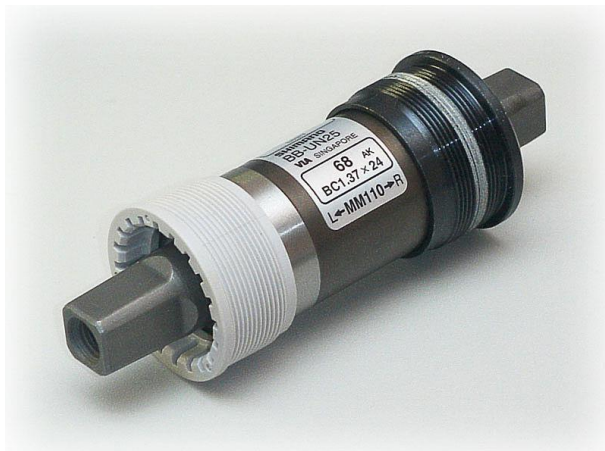


\*

Molimo unesite svoj odgovor ovdje:

[Q6]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q7]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q8]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q9]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o**



**dijelovima bicikla?**

\*

Molimo unesite svoj odgovor ovdje:

[Q10]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q11]

**Kako nazivate dio bicikla označen crvenom strelicom na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q12]

**Kako nazivate dio bicikla označen crvenom strelicom na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

13 [Q13]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q14]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q15]

**Kako nazivate dio bicikla označen crvenom strelicom na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**





\*

Molimo unesite svoj odgovor ovdje:

[Q16]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q17]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q18]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q19]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q20]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q21]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q22]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q23]

**Kako nazivate dio bicikla označen crvenom strelicom na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

[Q24]

**Kako nazivate dio bicikla na fotografiji u svakodnevnoj neformalnoj komunikaciji sa sugovornikom koji raspolaže (pod)jednakom količinom znanja o dijelovima bicikla?**



\*

Molimo unesite svoj odgovor ovdje:

3. dio

Općenita pitanja o uporabi naziva

[Q25] Koliko često, prema vlastitoj procjeni, koristite nazive za dijelove bicikla koji su posuđenice iz engleskog jezika? \*

Molim izaberite **samo jedan** od ponuđenih odgovora.

uvijek

često

rijetko

nikad

[Q26]U kojoj mjeri, prema vlastitoj procjeni, koristite posuđenice iz engleskog jezika kada razgovarate s različitim sugovornicima? \*

Molim izaberite **samo jedan** od ponuđenih odgovora.

Kad razgovaram sa sugovornicima koji posjeduju podjednaku količinu znanja o dijelovima bicikla koristim ih u MANJOJ mjeri nego sa sugovornicima koji manje znaju o biciklima od mene.

Kad razgovaram sa sugovornicima koji posjeduju podjednaku količinu znanja o dijelovima bicikla koristim ih u VEĆOJ mjeri nego sa sugovornicima koji manje znaju o biciklima od mene.

Koristim ih podjednako u oba slučaja.

[Q27]Prilagođavate li svjesno svoj govor kada razgovarate sa sugovornicima koji posjeduju manju količinu znanja o dijelovima bicikla? Ako da, na koji način? \*

Molimo unesite svoj odgovor ovdje:

[Q28]Što mislite koji su nazivi za dijelove bicikla općenito prikladniji za uporabu – hrvatski ili engleski? Zašto? \*

Molimo unesite svoj odgovor ovdje:

4. dio

Pitanja o stavovima ispitanika

[Q29]

### U kojoj se mjeri slažete s donjim tvrdnjama?

1 = Uopće se ne slažem	2 = Uglavnom se ne slažem	3 = Niti se slažem niti se ne slažem	4 = Uglavnom se slažem	5 = U potpunosti se slažem
------------------------	---------------------------	--------------------------------------	------------------------	----------------------------

\*Molim izaberite odgovarajući odgovor za svaku stavku.

1            2            3            4            5

Ispravnije je koristiti hrvatske izraze od engleskih.

Hrvatski su nazivi nezgrapni za uporabu.

U nekim je situacijama prikladnije koristiti engleske nazive.

Važno je očuvati hrvatski jezik od utjecaja stranih jezika.

30 Ovdje po želji dodajte svoj komentar o temi ankete ili o samoj anketi.

Molimo unesite svoj odgovor ovdje:

Pošalji svoj upitnik.

Zahvaljujemo Vam se na popunjavanju ovog upitnika.

## Appendix 2 – List of places of residence

List of cities provided as places of residence (with the corresponding number and percentage of participants)

Region	City	Participants	Percentage	
<b>Zagreb and central Croatia</b>	Bjelovar	2	3,08%	
	Daruvar	1	1,54%	
	Karlovac	1	1,54%	
	Sveta Nedelja	1	1,54%	
	Velika Gorica	1	1,54%	
	Zagreb	58	89,23%	
	Zaprešić	1	1,54%	
	<b>Total</b>		65	100%
<b>Rijeka, Kvarner and Istria</b>	Crikvenica	1	3,57%	
	Čavle	1	3,57%	
	Dražice	1	3,57%	
	Fažana	1	3,57%	
	Kostrena	1	3,57%	
	Momjan	1	3,57%	
	Opatija	1	3,57%	
	Poreč	1	3,57%	
	Rijeka	18	64,29%	
	Viškovo	2	7,14%	
	<b>Total</b>		28	100%
	<b>Split and central Dalmatia</b>	Imotski	2	8,33%
Knin		1	4,17%	
Solin		3	12,50%	
Split		14	58,33%	
Trogir		1	4,17%	
Zadar		2	8,33%	
Žrnovnica		1	4,17%	
<b>Total</b>		24	100%	
<b>Osijek, Slavonia and Baranja</b>	Beli Manastir	1	4,35%	


	Čepin	1	4,35%
	Osijek	15	65,22%
	Pakrac	1	4,35%
	Požega	1	4,35%
	Slatina	1	4,35%
	Tenja	1	4,35%
	Višnjevac	1	4,35%
	Vukovar	1	4,35%
<b>Total</b>		23	100%
<b>Čakovec and northern Croatia</b>	Čakovec	4	57,14%
	Donji Hrašćan	1	14,29%
	Goričan	1	14,29%
	Strahoninec	1	14,29%
<b>Total</b>		7	100%






### Appendix 3 – Glossary of terms accompanied by images

kadina	
katena	
(pogonski) lanac	
BB/bottom bracket	
bukula pogona	
firkant bb	
ležaj (osovine/pogona)	
monoblok	
movimento centrale	
osovina (srednjeg) pogona	
pogonska čahura/osovina	
pogonski ležaj (s osovinom)	
(srednji/unutarnji) pogon	
Vierkant bottom bracket	


rađa	
špajla	
špica	
žbica	
garnitura za vilicu	
headset	
hedset	
komplet ležaja vilice	
lager	
ležaj (prednje) vilice	
ležaj osovine vilice	
ležaj volana	
ležajevi i prstenovi vilice	
ležajevi štajrunga	

prstenovi vilice	
serie sterzo	
set ležaja volana	
set vilice	
štajrung	
vilični ležaj	
sedlo	
sella	
sic	
sjedalo	
šella	
zic	
držka (volana)	
grif	
grip (za volan/ volana)	

grip ručke	
navlaka (za volan/volana/kormila)	
ručica	
ručka (volana/upravljajača/kormana)	
rukohvat	
balancin	
chainstay	
cijev chainstaya	
čejnstej	
donja cijev stražnje vilice	
donja cijev stražnjeg kotača	
donja cijev stražnjeg trokuta	
donja cijev zadnjeg trokuta	
donja trokutnica	


donja vilica	
(donja) zadnja vilica	
lower back fork	
trokut	
gornja cijev stražnje vilice	
gornja cijev stražnjeg kotača	
gornja cijev zadnjeg trokuta	
gornja trokutnica	
gornja zadnja vilica	
seatstay	
sitstej	
stražnja vilica	
stražnji nosač rame	
stražnji trokut	
zadnja vilica	



zadnje vile	
zadnje vilice	
zadnji trokut	
lula (volana/upravljaja/kormana/kormila)	
lulica (volana/za volan)	
stem	
bukula (kola)	
glava (kotača)	
glavčina	
hub	
naba	
cijev (prednje) vilice	
glava vilice	
grlo vilice	
osovina vilice/upravljaja	


prihvat vilice	
steerer	
steering tube	
stirer	
vrat (prednje) vilice	
adjuster (sajle)	
adjuster za kočnicu ili brzine	
ađaster	
barrel adjuster	
bubanj	
fajn štimer	
kotačić za štimanje brzina	
micro adjuster sajle	
napinjač sajle	

natezač sajle	
regulator (kočnice ili mjenjača/za kočnicu ili mjenjač)	
regulator (sajle)	
stega kočnice	
španer (sajle)	
šrajf	
štelšaraf	
štelšpaner	
uštimač kočnica ili mjenjača	
uvodnica sajle	
valjčić	
vijak za korekciju napetosti sajle	
vijak za natezanje sajle	
vijak za podešavanje kočnice/mjenjača	
vijak za podešavanje sajle kočnice/mjenjača	



zatezač (sajle/bužira)	
(cestovni) volan	
(cestovnjački) timun	
drop	
drop volan	
dropbar	
dropbar volan	
dropbarovi	
dropovi	
governal	
guvernal	
korman (cestovnog bicikla/za cestovni bicikl)	
kormilo (za cestovni bicikl)	
upravljач	
volan (cestovnjaka/za specijalku/za sportaka)	

felga	
obruč (kotača)	
prsten kotača	
rim	
dosjed kotača	
dosjed osovine zadnjeg kotača	
drop	
dropaut	
dropout	
forcellini	
nosač kotača	
sjedište zadnje osovine	
(stražnji) prihvata kotača/kola	
utor za zadnji kotač	
(zadnja) štrebna	

cijev sjedala/sica	
droper	
dropper	
post	
prilagodljiva šipka za sic	
seatpost	
sic štanjga	
sic-štanga	
šipka sjedala/sica	
štanga (sica)	
šticna	
štuc	
štucna	
zic-štanga	
budel	

buvel	
camera d'aria	
dušica	
tube	
šlauf	
unutrašnja guma	
zračnica	
brza stega	
brzi zatezač	
kvikrilis	
polugica osovine kotača	
QR (osovina)	
quick release (kotača)	
quick release osovina	
ručica kotača	

speedlock	
stega (kotača)	
stezač (kotača)	
šnelšpaner	
španer	
zatezač (osovine) kotača	
zatvarač kotača	
crank	
crank arm	
krenk (pedale)	
poluga (pedale)	
poluga pogona	
kurbla (pedale/pogona)	
ručka pogona	
ass saver	

blatarica

blatobran



## Appendix 4 – List of image sources

Q5	<a href="https://www.rei.com/media/b61d1379-ec0e-4760-9247-57ef971af0ad?size=784x588">https://www.rei.com/media/b61d1379-ec0e-4760-9247-57ef971af0ad?size=784x588</a>
Q6	<a href="https://upload.wikimedia.org/wikipedia/commons/thumb/f/f2/Shimano-g.jpg/800px-Shimano-g.jpg">https://upload.wikimedia.org/wikipedia/commons/thumb/f/f2/Shimano-g.jpg/800px-Shimano-g.jpg</a>
Q7	<a href="https://5.imimg.com/data5/SL/MA/MY-3927663/bicycle-wheel-spokes-250x250.jpg">https://5.imimg.com/data5/SL/MA/MY-3927663/bicycle-wheel-spokes-250x250.jpg</a>
Q8	<a href="https://upload.wikimedia.org/wikipedia/commons/thumb/4/46/Threadless-bicycle-headset.jpg/357px-Threadless-bicycle-headset.jpg">https://upload.wikimedia.org/wikipedia/commons/thumb/4/46/Threadless-bicycle-headset.jpg/357px-Threadless-bicycle-headset.jpg</a>
Q9	<a href="https://bikepacking.com/wp-content/uploads/2020/05/veloci-no-11-carbon-fork_2-640x960.jpg">https://bikepacking.com/wp-content/uploads/2020/05/veloci-no-11-carbon-fork_2-640x960.jpg</a>
Q10	<a href="https://images-na.ssl-images-amazon.com/images/I/61eJXE1%2BIeL._AC_SX425_.jpg">https://images-na.ssl-images-amazon.com/images/I/61eJXE1%2BIeL._AC_SX425_.jpg</a>
Q11	<a href="https://cdn.shopify.com/s/files/1/1041/1160/products/DSC_0524_638a1665-052c-4dbf-85a0-910e909c4d6d_1024x1024.JPG?v=1503585276">https://cdn.shopify.com/s/files/1/1041/1160/products/DSC_0524_638a1665-052c-4dbf-85a0-910e909c4d6d_1024x1024.JPG?v=1503585276</a>
Q12	<a href="https://cdn.shopify.com/s/files/1/1041/1160/products/DSC_0524_638a1665-052c-4dbf-85a0-910e909c4d6d_1024x1024.JPG?v=1503585276">https://cdn.shopify.com/s/files/1/1041/1160/products/DSC_0524_638a1665-052c-4dbf-85a0-910e909c4d6d_1024x1024.JPG?v=1503585276</a>
Q13	<a href="http://www.salsacromotostem.com/images/recallStems3.jpg">http://www.salsacromotostem.com/images/recallStems3.jpg</a>
Q14	<a href="https://sc01.alicdn.com/kf/HTB1_GiXFA9WBuNjSseq6yz5VXaO.jpg">https://sc01.alicdn.com/kf/HTB1_GiXFA9WBuNjSseq6yz5VXaO.jpg</a>
Q15	<a href="https://cdn.bike24.net/i/mb/08/9c/7b/272926-01-d-546472.jpg">https://cdn.bike24.net/i/mb/08/9c/7b/272926-01-d-546472.jpg</a>
Q16	<a href="https://www.wigglestatic.com/product-media/100319628/LifeLine-Cable-Stop-Barrel-Adjuster-Gear-Cable-Brake-Spares-Silver-2017-LLCSBAGCSIL.jpg?w=430&amp;h=430&amp;a=7">https://www.wigglestatic.com/product-media/100319628/LifeLine-Cable-Stop-Barrel-Adjuster-Gear-Cable-Brake-Spares-Silver-2017-LLCSBAGCSIL.jpg?w=430&amp;h=430&amp;a=7</a>
Q17	<a href="https://cdn11.bigcommerce.com/s-tqfdy/images/stencil/1280x1280/products/1155/4979/hovercarbtest2_54716.1539815464.jpg?c=2">https://cdn11.bigcommerce.com/s-tqfdy/images/stencil/1280x1280/products/1155/4979/hovercarbtest2_54716.1539815464.jpg?c=2</a>
Q18	<a href="https://www.notubes.com/media/catalog/product/cache/ab48019e7897d4371825f023d1741d99/c/r/crest-cb7-rim-closeup-a.jpg">https://www.notubes.com/media/catalog/product/cache/ab48019e7897d4371825f023d1741d99/c/r/crest-cb7-rim-closeup-a.jpg</a>
Q19	<a href="http://1.bp.blogspot.com/-BTxyxIZeWTU/U9_k-rL_Q_I/AAAAAAAAADcU/aFkBW2TTu20/s1600/IMG_3337+copy.JPG">http://1.bp.blogspot.com/-BTxyxIZeWTU/U9_k-rL_Q_I/AAAAAAAAADcU/aFkBW2TTu20/s1600/IMG_3337+copy.JPG</a>
Q20	<a href="https://www.bike-components.de/cache/p/xl1/4/9/Fizik-Cyrano-R5-Seatpost-black-31-6-mm-400-mm-SB-28-mm-49774-155682-1481263163.jpeg">https://www.bike-components.de/cache/p/xl1/4/9/Fizik-Cyrano-R5-Seatpost-black-31-6-mm-400-mm-SB-28-mm-49774-155682-1481263163.jpeg</a>
Q21	<a href="https://images-na.ssl-images-amazon.com/images/I/71KmTdDn3hL._AC_SL1500_.jpg">https://images-na.ssl-images-amazon.com/images/I/71KmTdDn3hL._AC_SL1500_.jpg</a>
Q22	<a href="https://cdn.shopify.com/s/files/1/0858/4882/products/0000008581_bf3f4162-abea-4443-a164-d4710517a0a2_grande.jpg?v=1591226167">https://cdn.shopify.com/s/files/1/0858/4882/products/0000008581_bf3f4162-abea-4443-a164-d4710517a0a2_grande.jpg?v=1591226167</a>
Q23	<a href="https://cdn.bike24.net/i/mb/84/28/6a/136140-00-c-233455.jpg">https://cdn.bike24.net/i/mb/84/28/6a/136140-00-c-233455.jpg</a>
Q24	<a href="https://www.bike-components.de/cache/p/xl1/6/2/SKS-Edge-AL-Front-Rear-Mudguard-Set-black-matte-46-mm-28--62738-204093-1516776918.jpeg">https://www.bike-components.de/cache/p/xl1/6/2/SKS-Edge-AL-Front-Rear-Mudguard-Set-black-matte-46-mm-28--62738-204093-1516776918.jpeg</a>

## Appendix 5 – Glossary of terms according to their etymology

Term	Etymology
adjuster	anglicism
adjuster kočnice/ brzina	hybrid (Croatian term and anglicism)
adjuster sajle	hybrid (anglicism and germanism)
adaster	anglicism
ass saver	anglicism
balancin	italiansim
barrel adjuster	anglicism
BB	anglicism
blatarica	Croatian term
blatobran	Croatian term
bottom bracket	anglicism
brza stega	Croatian term
brzi stezač	Croatian term
brzi zatezač	Croatian term
bubanj	Croatian term
budel	italianism
bukula	italiansim
bukula kola	hybrid (Croatian term and italianism)
bukula pogona	hybrid (Croatian term and italianism)
buvel	italianism
camera d'aria	italianism
cestovnjački timun	hybrid (Croatian term and italianism)
chainstay	anglicism
cijev (prednje) vilice	Croatian term
cijev chainstaya	hybrid (Croatian term and anglicism)
cijev sica	hybrid (Croatian term and germanism)
cijev sjedala	Croatian term
crank	anglicism



crank arm	anglicism
čejnstej	anglicism
donja cijev stražnje vilice	Croatian term
donja cijev stražnjeg kotača	Croatian term
donja cijev stražnjeg trokuta	Croatian term
donja cijev zadnjeg trokuta	Croatian term
donja trokutnica	Croatian term
donja vilica	Croatian term
donja zadnja vilica	Croatian term
dosjed kotača	Croatian term
dosjed osovine zadnjeg kotača	Croatian term
drop (stands for <i>dropbar</i> )	anglicism
drop (stands for <i>dropout</i> )	anglicism
drop volan	hybrid (anglicism and gallicism)
dropaut	anglicism
dropbar	anglicism
dropbar volan	hybrid (anglicism and gallicism)
dropbarovi	anglicism
droper	anglicism
dropout	anglicism
dropovi	anglicism
dropper	anglicism
drška	Croatian term
drška volana	hybrid (Croatian term and gallicism)
dušica	Croatian term
fajn štimer	germanism
felga	germanism
řirkant bb	hybrid (anglicism and germanism)
forcellini	italiansim
garnitura za vilicu	hybrid (Croatian term and germanism)
glava (kotača)	Croatian term
glava vilice	Croatian term
glavčina	Croatian term

gornja cijev stražnje vilice	Croatian term
gornja cijev stražnjeg kotača	Croatian term
gornja cijev zadnjeg trokuta	Croatian term
gornja trokutnica	Croatian term
gornja zadnja vilica	Croatian term
governal	Croatian term
grif	germanism
grip	anglicism
grip ručke	hybrid (Croatian term and anglicism)
grip volana	hybrid (anglicism and gallicism)
grlo vilice	Croatian term
guvernal	gallicism
headset	anglicism
hedset	anglicism
hub	anglicism
kadina	italianism
katena	italianism
komplet ležaja vilice	hybrid (Croatian term and germanism)
korman	hungarianism
korman cestovnog bicikla	hybrid (Croatian term and hungarianism)
kormilo (cestovnog bicikla)	Croatian term
kotačić za štimanje brzina	hybrid (Croatian term and germanism)
krenk	anglicism
krenk pedale	hybrid (anglicism and germanism)
kurbla (pedale)	germanism
kurbla pogona	hybrid (Croatian term and germanism)
kvik rilis (kvikrilis)	anglicism
lager	germanism
ležaj (osovine/pogona)	Croatian term
ležaj (prednje) vilice	Croatian term
ležaj osovine vilice	Croatian term
ležajevi i prstenovi vilice	Croatian term
ležajevi štajrunja	hybrid (Croatian term and germanism)

lower back fork	anglicism
lula kormana	hybrid (Croatian term and hungarianism)
lula kormila	Croatian term
lula upravljača	Croatian term
lula volana	hybrid (Croatian term and gallicism)
lulica	Croatian term
lulica volana	Croatian term
monoblok	anglicism
movimento centrale	italianism
naba	germanism
napinjač sajle	hybrid (Croatian term and germanism)
natezač sajle	hybrid (Croatian term and germanism)
navlaka volana	hybrid (Croatian term and gallicism)
nosač kotača	Croatian term
obruč (kotača)	Croatian term
osovina pogona	Croatian term
osovina vilice/upravljača	Croatian term

## Appendix 6 – Frequency of terms in each of the regions <sup>7</sup>

	Croatian term	anglicism	germanism	italianism	gallicism
chain	<b>lanac (100%)</b>	x	x	x	x
bottom bracket (BB)	ležaj pogona (10.77%)	<b>bottom bracket (BB) (40%)</b>	x	x	x
spoke	<b>žbica (80%)</b>	x	špajla (13.85%)	rađa (1.54%)	x
headset	ležaj vilice (9.23%)	<b>headset (hedset) (67.69%)</b>	štajrung (3.08%)	x	x
saddle	sjedalo (6.15%)	x	<b>sic (zic) (81.54%)</b>	x	x
grip	ručka (16.92%)	<b>grip (76.92%)</b>	x	x	x
chainstay	donja cijev stražnjeg trokuta (6.15%)	<b>chainstay (53.85%)</b>	x	balancin (1.54%)	x
seatstay	gornja cijev stražnjeg trokuta (6.15%)	<b>seatstay (41.54%)</b>	x	x	x
stem	<b>lula (lulica) (96.92%)</b>	stem (1.54%)	x	x	x

<sup>7</sup> It should be noted that not all etymologies are included in the table, so the percentage of terms does not necessarily add up to 100%. Percentage in bold represents the largest group of answers.

hub	glava (glavčina) (4.62%)	hub (4.62%)	<b>naba</b> <b>(84.62%)</b>	x	x
steerer tube	vrat vilice (14.29%)	<b>steerer</b> <b>(stirer)</b> <b>(55.38%)</b>	x	x	x
barrel adjuster	zatezač (10.77%)	<b>barrel</b> <b>adjuster</b> <b>(13.85%)</b>	španer sajle (6.15%)	x	x
handlebar (drop bar)	upravljač (1.54%)	drop(bar) (24.62%)	x	x	<b>volan</b> <b>(60.00%)</b>
rim	<b>obruč</b> <b>(76.92%)</b>	x	felga (21.54%)	x	x
dropout	prihvat stražnjeg kotača (3.08%)	<b>dropout</b> <b>(dropaut)</b> <b>(53.85%)</b>	štrebna (4.62%)	x	x
seat post (dropper post)	cijev sjedala (17.86%)	dropper (droper) (10.71%)	<b>sic-štanga</b> <b>(39.29%)</b>	x	x
tube	<b>zračnica</b> <b>(92.86%)</b>	x	šlauf (7.69%)	buvel (4.62%)	x
quick release skewer	zatvarač kotača (7.69%)	<b>quick release</b> <b>(QR)</b> <b>(70.77%)</b>	x	x	x
crank arm	poluga pogona (3.08%)	crank (krenk) (10.77%)	<b>kurbla</b> <b>(72.31%)</b>	x	x
mudguard/fender	blatobran (100%)	x	x	x	x

**Table 7 – Frequency of terms provided by participants from the region of Zagreb and central Croatia according to their etymology**

	<b>Croatian term</b>	<b>anglicism</b>	<b>germanism</b>	<b>italianism</b>	<b>gallicism</b>
chain	<b>lanac (89.29%)</b>	x	x	kadina/ katena (10.71%)	x
bottom bracket (BB)	osovina pogona (25.00%)	<b>bottom bracket (BB) (35.71%)</b>	x	movimento centrale (3.57%)	x
spoke	<b>žbica (85.71%)</b>	x	špajla (3.57%)	rađa (7.14%)	x
headset	ležaj vilice (17.86%)	<b>headset (hedset) (46.43%)</b>	x	serie sterzo (3.57%)	x
saddle	sjedalo (7.14%)	x	<b>sic (zic) (89.29%)</b>	sella (šela) (3.57%)	x
grip	ručka (35.71%)	<b>grip (57.14%)</b>	x	x	x
chainstay	zadnja vilica (7.14%)	<b>chainstay (50%)</b>	x	x	x
seatstay	zadnja vilica (10.71%)	<b>seatstay (21.43%)</b>	x	x	x
stem	<b>lula (lulica) (89.29%)</b>	stem (7.14%)	x	x	x
hub	glava (glavčina) (10.71%)	hub (7.14%)	<b>naba (71.43%)</b>	x	x

steerer tube	vrat vilice (17.86%)	<b>steerer (stirer) (53.57%)</b>	x	x	x
barrel adjuster	<b>regulator (10.77%)</b>	barrel adjuster (7.14%)	x	x	x
handlebar (drop bar)	x	drop(bar) (7.14%)	x	x	<b>volan (92.00%)</b>
rim	<b>obruč (75.00%)</b>	x	felga (21.43%)	x	x
dropout	nosač kotača (7.14%)	<b>dropout (dropaut) (28.57%)</b>	x	x	x
seat post (dropper post)	cijev sjedala (17.86%)	dropper (droper) (10.71%)	<b>sic-štanga (39.29%)</b>	x	x
tube	<b>zračnica (92.86%)</b>	tube (3.57%)	x	buvel (budel) (10.71%)	
quick release skewer	stezač/zatvarač kotača (14.29%)	<b>quick release (QR) (60.71%)</b>	x	x	x
crank arm	x	crank (krenk) (14.29%)	<b>kurbla (53.57%)</b>	x	x
mudguard/fender	<b>blatobran (96.43%)</b>	x	x	x	parafanghi (3.57%)

**Table 8 – Frequency of terms provided by participants from the region of Rijeka, Kvarner and Istria according to their etymology**

	<b>Croatian term</b>	<b>anglicism</b>	<b>germanism</b>	<b>italianism</b>	<b>gallicism</b>
chain	<b>lanac (100%)</b>	x	x	x	x
bottom bracket (BB)	osovina pogona (16.67%)	<b>bottom bracket (BB) (45.83%)</b>	x	bukula (4.17%)	x
spoke	<b>žbica (66.67%)</b>	x	špajla (4.17%)	rađa (25.00%)	x
headset	ležaj vilice (30.43%)	<b>headset (hedset) (41.67%)</b>	x	x	x
saddle	sjedalo (8.33%)	x	<b>sic (zic) (91.67%)</b>	x	x
grip	ručka (37.50%)	<b>grip (58.33%)</b>	x	x	x
chainstay	donja trokutnica (8.33%)	<b>chainstay (37.50%)</b>	x	x	x
seatstay	gornja trokutnica (8.33%)	<b>seatstay (33.33%)</b>	x	x	x
stem	<b>lula (lulica) (100%)</b>	x	x	x	x
hub	glava (glavčina) (4.17%)	hub (8.33%)	<b>naba (66.67%)</b>	bukula (8.33%)	x



steerer tube	vrat/grlo vilice (6.15%)	<b>steerer (stirer) (25.00%)</b>	x	x	x
barrel adjuster	regulator (8.33%)	<b>barrel adjuster (4.17%)</b>	x	x	x
handlebar (drop bar)	x	drop(bar) (12.50%)	x	timun (8.33%)	<b>volan (75.00%)</b>
rim	<b>obruč (75.00%)</b>	x	felga (8.33%)	x	x
dropout	x	<b>dropout (dropaut) (37.50%)</b>	x	forcellini (4.17%)	x
seat post (dropper post)	cijev sjedala (12.50%)	seat post (4.17%)	<b>sic-štanga (45.83%)</b>	x	x
tube	zračnica (20.83%)	x	x	<b>buvel (79.17%)</b>	x
quick release skewer	zatvarač/zateza č kola (16.67%)	<b>quick release (QR) (58.33%)</b>	x	x	x
crank arm	poluga pogona (12.50%)	crank (krenk) (8.33%)	<b>kurbla (45.83%)</b>	x	x
mudguard/fender	<b>blatobran (95.83%)</b>	x	x	x	x

**Table 9 – Frequency of terms provided by participants from the region of Split and central Dalmatia according to their etymology**

	<b>Croatian term</b>	<b>anglicism</b>	<b>germanism</b>	<b>hungarianism</b>	<b>gallicism</b>
chain	<b>lanac (100%)</b>	x	x	x	x
bottom bracket (BB)	ležaj pogona (17.39%)	<b>bottom bracket (BB) (52.17%)</b>	x	x	x
spoke	<b>žbica (100%)</b>	x	x	x	x
headset	ležaj vilice (8.70%)	<b>headset (hedset) (56.52%)</b>	x	x	x
saddle	sjedalo (21.74%)	x	<b>sic (zic) (78.26%)</b>	x	x
grip	ručka (34.78%)	<b>grip (60.87%)</b>	x	x	x
chainstay	x	<b>chainstay (60.87%)</b>	x	x	x
seatstay	zadnja vilica (8.33%)	<b>seatstay (39.13%)</b>	x	x	x
stem	<b>lula (lulica) (86.96%)</b>	stem (4.35%)	x	x	x
hub	glava (glavčina) (30.43%)	hub (8.70%)	<b>naba (52.17%)</b>	x	x

steerer tube	vrat/grlo vilice (13.04%)	<b>steerer (stirer) (56.52%)</b>	x	x	x
barrel adjuster	regulator (4.35%)	adjuster (8.70%)	<b>španer sajle (13.04%)</b>	x	x
handlebar (drop bar)	upravljач (4.35%)	drop(bar) (13.04%)	x	<b>korman (39.13%)</b>	<b>volan (39.13%)</b>
rim	<b>obruč (78.26%)</b>	rim (4.35%)	felga (17.39%)	x	x
dropout	x	<b>dropout (dropaut) (78.26%)</b>	x	x	x
seat post (dropper post)	cijev sjedala (26.09%)	dropper (droper) (13.04%)	<b>sic-štanga (39.13%)</b>	x	x
tube	<b>zračnica (91.30%)</b>	x	x	x	x
quick release skewer	zatvarač/zateza č kola (8.70%)	<b>quick release (QR) (47.83%)</b>	x	x	x
crank arm	poluga pogona (4.35%)	x	<b>kurbla (69.57%)</b>	x	x
mudguard/fender	blatobran (100%)	x	x	x	x

**Table 10 – Frequency of terms provided by participants from the region of Osijek, Slavonia and Baranja according to their etymology**

	<b>Croatian term</b>	<b>anglicism</b>	<b>germanism</b>	<b>hungarianism</b>	<b>gallicism</b>
chain	<b>lanac (100%)</b>	x	x	x	x
bottom bracket (BB)	<b>ležaj pogona (42.86%)</b>	bottom bracket (BB) (14.29%)	x	x	x
spoke	<b>žbica (špica) (85.71%)</b>	x	x	x	x
headset	x	<b>headset (hedset) (42.86%)</b>	x	x	x
saddle	sjedalo (42.86%)	x	<b>sic (zic) (57.14%)</b>	x	x
grip	ručka (28.57%)	<b>grip (42.86%)</b>	grif (14.29%)	x	x
chainstay	donja vilica okvira (14.29%)	<b>chainstay (42.86%)</b>	x	x	x
seatstay	zadnja vilica okvira (14.29%)	<b>seatstay (28.57%)</b>	x	x	x
stem	<b>lula (lulica) (85.71%)</b>	x	x	x	x
hub	<b>glava (glavčina) (28.57%)</b>	x	<b>naba (28.57%)</b>	x	x

steerer tube	vrat vilice (14.29%)	<b>steerer (stirer) (28.57%)</b>	x	x	x
barrel adjuster	x	x	x	x	x
handlebar (drop bar)	x	x	x	x	<b>volan (100%)</b>
rim	<b>obruč (71.43%)</b>	x	felga (14.29%)	x	x
dropout	x	<b>dropout (dropaut) (42.86%)</b>	x	x	x
seat post (dropper post)	<b>cijev sjedala (42.86%)</b>	x	<b>sic-štanga (štajnga) (42.86%)</b>	x	x
tube	<b>zračnica (100%)</b>	x	x	x	x
quick release skewer	<b>brzi stezač (28.57%)</b>	<b>quick release (QR) (28.57%)</b>	šnelšpaner (14.29%)	x	x
crank arm	x	x	<b>kurbla (57.14%)</b>	x	x
mudguard/fender	<b>blatobran (85.71%)</b>	ass saver (14.29%)	x	x	x

**Table 11 – Frequency of terms provided by participants from the region of Čakovec and northern Croatia according to their etymology**