

Departement Vertaalkunde

**Translation and interpreting needs
of Belgian professional cycling teams**

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*This dissertation was in its final phase
when the Belgian cyclist Wouter Weylandt died
after a crash in the Giro d'Italia on 9 May 2011.*

*He was only twenty-six years old
and was looking forward
to becoming the father of his first child
in September of the same year.*

*The solidarity in the peloton has shown
that the language of cycling is a common language
that reaches beyond linguistic differences,
beyond nationality and age.
The language of the peloton
is a universal language,
a language of joy and pain,
of happiness and grief,
of victory and loss.*

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MA DISSERTATION RECORD

1 INTRODUCTION

The last decades of the twentieth and the beginning of the twenty-first century have been characterised by an increasing globalisation. This trend is most often linked to economic processes, but can be noticed in the sports world as well. This thesis will focus on the process of globalisation in cycling and the particular consequences for the communication and linguistic situation within Belgian professional cycling teams.

In fact, very little research has been conducted on communication within sports teams, particularly not within multilingual teams. This is confirmed by Giera et al. (2008): “Only very few works deal with real interaction in team sports.” Giera et al. (2008) refer to earlier works on communication in handball, basketball and football, but also suggest that “no descriptive study has been made that describes the (linguistic) interaction in multilingual football teams and that aims at improving the observed processes (...)” (Giera et al.: 2008). No earlier studies on the situation in cycling teams have been found.

Still, Giera et al. (2008) mention the importance of successful communication within sports teams, suggesting that communication performs three tasks in football: to convey information, to facilitate the integration in the team and to convey emotions. Giera et al. (2008) distinguish several manners to improve the communication and to bridge the differences between players from different linguistic and cultural backgrounds. These strategies include hiring interpreters, having more experienced players acting as unofficial interpreters and organising language courses.

Furthermore, several sources mention the importance of language and communication skills both for individual sportsmen and within sports teams and demonstrate how the behaviour of sportsmen and the performance and results of sports teams may be negatively impacted by ineffective communication. Jozsa (2003) suggests that communication problems might negatively affect the performance of individual baseball players:

Because of the language barriers and the other adjustments needed to live in another country and adapt to its culture, many talented foreign athletes struggle in the United States and never fulfil their potential as players (Jozsa: 2003).

Wallace (2010) cites an interview with baseball player Jose Bautista, who claims that several players struggle with language barriers: “(...) he says a language barrier persists in pro baseball, and that it damages careers when communication falters between players and coaches.” As Wallace (2010) suggests, several teams organise English classes in order to bridge the existing language barriers. Another possibility is the assistance of an interpreter, as journalist Paul White (2010) writes in *USA Today*. White (2010) tells the story of the Japanese baseball player Hiroki Kuroda, who played in the American league and hired his personal interpreter. Furthermore, modern communication technologies might be used as well, as White (2010) mentions the case of the baseball coach Sandy Alomar, who used an iPhone application to translate the most crucial information for his foreign players.

Also in the European football competitions language barriers often have to be overcome. As is suggested on the website of n-tv (2010), two German players in the Spanish competition struggled with the Spanish language. This does not just impede the communication between the players and their coach, but also hampers their social integration, the second task of communication, as Giera et al. (2008) suggest.

Having considered the circumstances and solutions in other sports, it might be interesting to gain an insight as to the situation in the cycling world. An example of the importance of linguistic knowledge to a professional cyclist is given by Camps (2007), who refers to an interview with Robbie McEwen, an Australian cyclist who has been a professional since 1996. Camps (2007) cites McEwen who claims that it is advisable for non-native cyclists to learn a team's dominant language in order to be accepted as a proper member of the group and to perform at one's full potential. “Als je daar als buitenlander tussen zit en je kunt de gesprekken niet volgen, gaat het met het moreel snel achteruit. Wielrennen is een groepsgebeuren. (...) Dan is het prettig dat je elkaars taal spreekt”¹ (Camps: 2007). McEwen is the classical example of a cyclist who has perfectly adapted to his team and prevailing environment. As he spent his first years as a professional in the Dutch team Rabobank and has been living in Belgium for years, McEwen speaks Dutch fluently.

¹ When you sit together with your teammates as a foreigner and you cannot follow the conversations, the morale is negatively affected. Cycling is a team sport (...) It is thus pleasant to speak each other's language (Translation, LVH)

Hardie et al. (2010) interviewed several Australian professional cyclists for their research. Although the main topic is their view on doping in the peloton, it also touches on the difficulties for young professional cyclists. As Hardie et al. (2010) suggest, neo-professionals face many challenges when entering the European peloton, learning new languages being one of them.

(...) the experience of 'becoming' a pro, generally seemed to start in the mid to late teens and then make a sudden shift upwards by moving to Europe or the US, at which point, the training remained just as intense but was coupled with the sudden need to juggle independence and self-sufficiency, usually whilst learning a new language and dealing with the nuances of an unstable industry (Hardie et al.: 2010).

Gay (2007) tells the story of Saul Raisin in the American magazine *Bicycling*, a former American professional cyclist who joined the espoir squad of the French team Crédit Agricole in 2004 when he was twenty years old. Gay (2007) suggests that the transition to the European cycling world was hard for the young American cyclist, the language barrier being one of the main obstacles. "On the bike, Saul barely understood the directions from his French coaches" (Gay: 2007). Also Startt (2006) cites an interview with Saul Raisin in the same magazine. When asked what was the hardest thing about living in Europe, Raisin mentioned "the hardest thing at first was the language barrier, and the different ideas" (Startt: 2006).

Although cycling might be considered to be less a team sport than for instance football or baseball, language and communication are still indispensable elements within cycling teams and the peloton as a whole. Hardie (2009) refers to the social aspect within the peloton and the importance of informal conversations:

There is something inherently social, even possibly democratic, about the peloton of road cycling. Social in that it is a place where conversations take place – both in the "heat of the battle" and in the lulls along the road as a race progresses toward the next event, the next point on the road. Conversation occurs at a verbal level between teams and between team members. But it also occurs and takes place across teams in a manner in which no other sport can achieve. At times divisions blend into nothing as riders simply catch up, meet or talk over the hours spent on the road over the expanse of the long racing year. It is a conversation across languages, borders and generations ... All have to cross the same hills, fight the same winds and the same conditions as a multitude, and ever-changing amoeba-like amorphous movement moves onwards. (Hardie: 2009)

As language and communication have proved to be important for sports teams and cycling teams in particular, but no research has been conducted on this topic before, this dissertation aims to function as a pilot study on this subject. Several studies on translation and interpreting needs have been undertaken at the Faculty of Translation Studies at University College Ghent before. Bundervoet (2009) studied the translation and interpreting needs in Belgian care homes, while Buyle (2010) examined the need of German and Czech interpreters in a social context in Belgium. During this academic year, a similar study to this one is being conducted on the linguistic situation in Belgian football teams by Vermeersch (2011).

This thesis studies the linguistic knowledge of the members of Belgian cycling teams and inquires into the translation and interpreting needs within these teams. In order to obtain information, all team members of the fourteen Belgian professional cycling teams were asked to fill in a questionnaire, which basically inquired into their linguistic knowledge and their opinion on hiring a translator or an interpreter. The questionnaire was sent to both riders and other team staff.

The second chapter of this dissertation describes the history of cycling, in order to sketch the evolution up until the current phase of globalisation. The structure of the season 2011 is explained as well.

The third chapter explicates the design of this study, treating the participating teams, the questionnaire and the aims and hypotheses.

The results will be dealt with in chapter four, while chapter five reports on the conclusion.

2 HISTORY OF CYCLING

In order to understand the current situation of cycling as a sport, it is advisable to briefly summarise the history of cycling. This chapter gives a rough sketch of the situation from the early beginnings at the end of the eighteenth century onwards until the current phase of globalisation. As the development of the bicycle and the history of cycling as a sport form an integrated whole, both topics will be dealt with together.

2.1. THE EARLY BEGINNINGS

As Moeyaert (2003) suggests, the first type of bicycle was the Draisine, invented by the German Baron Karl von Drais in 1816. His bicycle was based on earlier models by the German Kessler and the French De Sivrac, which were made steerable by Baron von Drais. In the following years, the first races on Draisines were organised. Still, several people were involved in the further development of the bicycle. After attempts by the Scotsman MacMillan to add pedals to the existing bicycles, Pierre and Ernest Michaux launched their velocipede in 1861. This is about the time when the first real road race was organised. It is suggested that the first road race took place in France in May 1868. This race covered 1.2 kilometres and is recorded to be won by the Englishman James Moore. Still, the website InfoNu (www.infonu.nl) claims that the actual first race was won by another cyclist:

Vandaar wellicht dat er twee afzonderlijke races kwamen in plaats van één lange. (...) Hoewel dit in de vergetelheid is geraakt werd de eerste wielrenwedstrijd ooit gewonnen door ene Polocini. De tweede race werd gewonnen door de in Frankrijk wonende Brit James Moore. Blijkbaar sprak hij, ondanks zijn afkomst, meer tot de verbeelding van het publiek, want hij kwam al snel in de boeken als de allereerste winnaar van de allereerste officiële wielervedstrijd, terwijl dat dus niet klopt² (InfoNu: 2010).

After this first race, many more races were organised in France and other European countries, as InfoNu (2010) suggests. The French magazine *Le Vélocipède Illustré* staged a race of 123

² This might have been the reason why two different races were organised instead of one long race. (...) Although this has fallen in oblivion the first cycle race ever was won by a man named Polocini. The second race was won by the Brit James Moore who lived in France. In spite of his descent, he seemed to appeal more to the audience, because he was considered to be the first winner of the first official cycle race, although this is not correct (Translation, LVH)

kilometres from Paris to Rouen in 1869, which posed an enormous challenge to the 198 participants and was the real forerunner of today's races. As a consequence of the Franco-Prussian War in 1870, the popularity of cycling declined, but after the war the invention of the penny-farthing brought about new impulses. The prototype of the penny-farthing was named Ariel and had a front and rear wheel of 125 and 35 centimetres respectively. Thanks to its extraordinary appearance and to sportive achievements on the bicycle, the penny-farthing became popular in various European countries, although the bicycle was still used for sportive activities only. In 1885 the penny-farthing was challenged when the chain-driven Rover safety bike was invented, which is considered to be the first recognizably modern bicycle. The invention of the pneumatic tire led to the development of the bicycles that we know today. As the website Talk Cycling (www.talkcycling.co.uk) suggests, the basis of the bicycle has not changed for well over a century, although several technological innovations, such as the suspension, carbon fibre and aerodynamic design, have proved to be indispensable for today's professional cyclists.

2.2. THE TWENTIETH CENTURY

At the end of the nineteenth and the beginning of the twentieth centuries, the cycling sport further developed as well. Schroeders (1999) deals with this modern history of cycling and indicates that at the end of the nineteenth century the cycling sport was still some kind of pastime for the bourgeoisie, especially in France, England, Germany and Belgium. This resulted in the organisation of races of hundreds of kilometres, for example Bordeaux-Paris and Paris-Brest-Paris. The latter brought about a first moment of enthusiasm and cycling fever among the French audience. Still, cycling had to compete with other new sports in the upcoming years, including football, rugby, auto racing and tennis. Bicycle racing lost popularity, which put an end to the cycling of the first generation and led to new developments. Firstly, the bicycle manufacturers played a major role in the professionalization of cycling. They wanted winners to ride on their bicycles and recruited their cyclists beyond the borders of the bourgeoisie. This professionalization came early in comparison to other sports. As a consequence of this professionalization, cyclists managed to make an extraordinary good living until the First World War: really talented cyclists earned 3,000 French francs, which equalled the then salary of a French minister. A second development was the growing influence of the written press. Several countries saw the

introduction of specific cycling magazines, which accomplished two tasks. On the one hand, the magazines created the myth of the cycling hero, in order to increase the interest of the audience. On the other hand, these magazines started to organise cycling races. A conflict between the competing magazines *Le Vélo* and *L'Auto* made way for the organisation of the Tour de France in 1903, a race that would evolve into one of the most prestigious races in the world. Also in Belgium and other European countries many new races saw the light of day. The first edition of the Tour of Flanders in 1913 did not meet the expectations, but since 1920 the Tour of Flanders has built up a successful tradition and has been considered to be one of the classic cycle races, which Wikipedia describes as “the most prestigious one-day professional cycling road races in the international calendar” (http://en.wikipedia.org/wiki/Classic_cycle_races). As Van Wallegghem (1991) suggests in his book dedicated to the Tour of Flanders, it was not until after the Second World War that the race gained international prestige. A main reason for its international success was the introduction of the season-long competition Challenge Desgrange-Colombo, which will be dealt with later. Van Wallegghem describes the evolution of the Tour of Flanders to a monument on the international cycling calendar. “Met Parijs-Roubaix groeide de Ronde van Vlaanderen uit tot een kasseiklassieker van het noorden. Het werd een monument, dat (...) stelselmatig aan belang won”³ (Van Wallegghem: 1991). Furthermore, Van Wallegghem suggests that the Tour of Flanders is more than an ordinary race for the cycling fan.

De Ronde van Vlaanderen is meer dan een wielervedstrijd. Het is de exponent van een stuk Vlaamse geschiedenis, een spiegel van het tijds kader waarin de wedstrijd werd gereden. De heroïek die aan de Ronde kleeft en de legendarische prestaties die er in werden geleverd bezorgden het evenement een uitstraling die haar gelijke niet heeft in de wereld van de wielersport. De Ronde tokkelt bij de massa universele snaren aan, die van de passie, de ontroering, de verrukking⁴ (Van Wallegghem: 1991).

The outburst of the First World War had different consequences for the cycling world. As Schroeders (1999) suggests, some of the classic cycle races were organised during the war like before, others were organised on an irregular basis and others were postponed until the war was over. The riders' incomes were influenced by the Great War as well. However much

³ Together with Paris-Roubaix the Tour of Flanders developed into a cobblestone classic of the north. The Tour of Flanders became a monument that gradually gained importance (Translation, LVH)

⁴ The Tour of Flanders is more than a cycle race. It is the exponent of a part of the history of Flanders, a mirror of the era in which the race was held. The heroism that sticks to the Tour and the legendary performances have given the event some kind of charisma like no other cycling event. The Tour of Flanders touches universal chords, chords of passion, emotion and delight (Translation, LVH)

cyclists had earned in pre-war times, they had to give in after the war, as the war had cost an enormous amount of money and companies were unwilling to spend their budget on the cycling teams. As a consequence, professional cyclists were no longer paid and had to settle for a bicycle, a team shirt and a reimbursement of expenses. Later on, many team leaders made mutual agreements in order to keep the riders' incomes low. From the 1930s onwards, the popularity of both radio and television broadcasting increased, which made it inviting for other companies than the traditional manufacturers to act as a sponsor. For instance, Pernod, Perrier and Martini started to sponsor their cycling teams. The Second World War had about the same consequences as the First World War. As the 1950s saw the boom of the moped and the scooter, the sales of bicycles decreased and caused a depression for the cycling sport as well. Teams had to search for new sponsors, and other non-sportive companies, including Nivea, St.Raphaël and Faema, worked their way through. These companies were aware of the fact that their cyclists were representatives of their businesses and wanted them to have an exquisite appearance. Schroeders (1999) mentions the example of the Italian team leader Chiacotto:

Hij zorgde ervoor dat zijn mannen als heren uitgedost waren. Dat zij zich met zwier in de meest verscheiden kringen konden bewegen. (...) Hij ging van het standpunt uit: een wielergroep brengt voor een bedrijf slechts het maximale publicitaire rendement op, wanneer je er overall mee kunt uitpakken. (...) Tevens moest Fred Italiaanse lessen nemen⁵ (Schroeders: 1999).

Geldhof (2005) claims that the sponsorship of Nivea would herald a new era in cycling, as he considered Nivea as the first real non-sportive sponsor. As Geldhof (2005) suggests, Nivea's sponsorship would change the cycling world and make corporate sponsorship an indispensable element of cycling. As television became increasingly important during the 1960s, with the first live broadcasting of the Tour de France in 1962, ever more sponsors were keen on seeing their names on the equipment and outfits of cycling teams, says Schroeders (1999). However, the Belgian cyclist Eddy Merckx made live broadcasts dull with his long solos during the 1970s, which was disliked by the sponsors of competing teams. During the last decades, cycling teams have successfully tried to negotiate long-term contracts with their sponsors, which enabled the build-up of a solid structure.

⁵ He made sure that his men were dressed up like gentlemen. That they would move gracefully in all walks of life. (...) He was of the opinion that a cycling team could only bring the maximum publicity return when they were good representatives of the company. Fred also had to take Italian classes (Translation, LVH)

2.3. AN ERA OF GLOBALISATION

As Schroeders (1999) indicates, the 1970s saw another important development in the cycling world. From this moment onwards, the teams' composition has become increasingly international. In fact, this trend had started at the beginning of the twentieth century already. Whereas a sense of nationalism had been dominant during the first years of cycling, commercial interests then started to surpass these nationalist feelings, with a peak during the 1950s. Particularly the French and Belgian teams have increasingly employed foreign riders, while especially the Italian teams have adhered to the tradition of engaging riders from their own country. Currently, only the world championships still create some sense of solidarity within the national teams.

The International Cycling Union (UCI), the world's cycling sport federation, has attempted to stimulate this globalisation, as Schroeders (1999) suggests. In order to involve non-traditional cycling countries in cycling, the UCI assigned the organisation of the world championships to Montreal in Canada and to San Cristobal in Venezuela in 1974 and 1977 respectively. The UCI also initiated international season-long competitions, which awarded the performances of both the cyclists and the teams. Wikipedia enumerates the different competitions throughout history (http://nl.wikipedia.org/wiki/Wereldranglijsten_wielrennen_op_de_weg). The first season-long competition was the Challenge Desgrange-Colombo, which was organised from 1948 until 1958. Disagreements between the driving forces behind this competition led to its demise and resulted in the introduction of the Super Prestige Pernod in 1959. As alcohol brands were banned from sponsoring in the 1980s and Pernod was a French producer of distilled beverages, the last edition of the Super Prestige Pernod was held in 1987. Two years later, the UCI introduced the UCI Road World Cup as its substitute, which made it more attractive for riders to participate in races beyond their country's borders and thus contributed to the globalisation of cycling. Meanwhile, the International Professional Cycling Federation (FICP), a subsidiary body of the UCI, had started its own Road World Rankings, which originated in 1984.

In 2005, both the UCI Road World Cup and the FICP Road World Rankings would merge and form the UCI ProTour. This competition gathered the main international cycling races, in which the eighteen licensed teams had to participate. This led to conflicts between the UCI and some cycling race organisers who consequently abandoned the ProTour. In 2008, the

ProTour still existed, but the displeased organisers formed a competition on their own, the so-called Historic Calendar. Only one year later, the UCI brought together both parties in the UCI World Calendar, which was organised in 2009 and 2010 and added cycling races in Australia and Canada to the calendar, thus fitting in the framework of globalisation. In 2011, the UCI replaced all existing systems with the UCI WorldTour, the eighteen main teams now bearing the name of ProTeam, hoping that this would put an end to all former conflicts.

By adding the Tour of Beijing to the calendar, the UCI continued its policy of globalisation. As the website De Renner (www.de-renner.nl) mentions, Africa is the only continent left that does not organise a cycling race at the highest level, being a UCI WorldTour race. Apart from the typical European races, Australia has its Tour Down Under, the American continent has two races in Canada and now Asia is added to that list. The Belgian journalist Hugo Coorevits (2011) wrote his critical opinion on the Tour of Beijing in the Belgian newspaper *Het Nieuwsblad*: “Die Ronde van Peking is voor de UCI het kroonjuweel van de mondialisering van de wielersport. De rittenwedstrijd werd gelijk op de World Tour-kalender geplaatst, hoewel er organisatorisch niet zo heel veel in orde is.”⁶

Several cycling experts have expressed their opinion on the process of globalisation. Schroeders (1999), for instance, claims that cycling has remained a typical European sport, in spite of the UCI’s efforts, and accuses the international federations of not taking the opinion of the audience into account: “De internationale bonden willen het wielrennen mondialiseren zonder rekening te houden met het échte wielrenpubliek.”⁷

The website Sportgeschiedenis (www.sportgeschiedenis.nl) claims that the globalisation of cycling is a fact. To justify this idea, the website cites the example of the teams’ nationality: in 1981, all professional cycling teams came from Belgium, Italy, France, Spain, The Netherlands, West-Germany and Switzerland, while the current eighteen ProTeams are based in both traditional and non-traditional cycling nations. The United States delegate four ProTeams, but also Kazakhstan, Russia and the United Kingdom host a UCI WorldTour team. Furthermore, the website Sportgeschiedenis mentions that of all cyclists who were employed

⁶ The Tour of Beijing is the UCI’s crown jewel of the globalisation of cycling. The stage race was put on the WorldTour calendar immediately, although there are several organisational problems (Translation, LVH)

⁷ The international federations want to globalise cycling without keeping the real cycling audience in mind (Translation, LVH)

by a professional team in 1981, only three were not of (Western) European descent. This changed when the Americans started to show interest in cycling and also when the former cyclist Phil Anderson encouraged young Australian riders to take the trip to Europe. Another important development was the fall of the Iron Curtain, which made it possible for Russian and East-German cyclists to enter the traditional cycling world. The website Sportgeschiedenis concludes: “Anno 2011 is het wielrennen allang geen West-Europees onderonsje meer.”⁸

This is confirmed in *Road Cycling* (2010), New Zealand’s online cycling magazine: “No longer is the top level of cycling the exclusive domain of Western Europe.” The article refers to an interview with the former professional top cyclist Lance Armstrong, who expressed his opinion on the process of globalisation:

The sport has become much more global. I'm not exactly sure why that is but I don't think it is a bad thing. I think it is a good thing we have major teams from all continents on the planet. (...) I think the globalisation of cycling is a plus, in my opinion. If it's the depth of teams who come from all over the world, or if it's simply taking the World Championship to other places besides Belgium, Italy, France, Switzerland, Spain - I think it also needs to travel (*Road Cycling*: 2010).

Chevrolet (2009) dedicates a chapter to the phenomenon of globalisation as well. He mentions the case of Félix Lévitan, the organiser of the Tour de France from 1962 until 1987, who wished to have cyclists from non-traditional cycling countries participating in his race. As this proved hard to achieve, Lévitan made it possible for them to start in a similar competition, the Tour de l’Avenir. As Chevrolet (2009) suggests, he managed to bring teams from Poland, Yugoslavia, Sweden, Norway, Denmark and Finland at the start of this race, while they otherwise would never have had the opportunity to participate in professional cycling races. The idea of the so-called open races was adopted by the organiser of Paris-Nice, Jean Leulliot, who also welcomed amateur teams in his race. This was an important phase in the globalisation of cycling, but it was not until the end of the 1970s that people became aware that there were cycling activities on other continents as well. Especially Latin America, with Colombia as the leading nation, drew the attention of the traditional cycling countries, which would bring cycling on an intercontinental level. Chevrolet (2009) summarises as follows:

⁸ In the year 2011, cycling has since long been more than a Western European clique (Translation, LVH)

Wat er ook van zij, in 1980 bestond het contingent professionele wielrenners uit hooguit vijf tot zes nationaliteiten, in 1989 kwamen ze bijna uit alle hoeken van de wereld. (...) In een tijdsbestek van tien jaar werd alles anders, op het einde van de jaren tachtig was het wielrennen totaal veranderd – Colombianen, Amerikanen, Australiërs, Canadezen en Nieuw-Zeelanders zwermden uit over Europese wegen⁹ (Chevrolet: 2009).

Furthermore, Chevrolet (2009) focuses on the kind of process to reach that globalisation. Lévitán was of the opinion that it was more efficient to have riders from countries without a cycling tradition participating in the traditional races mainly in Europe, rather than organising races in more exotic locations, which is in fact the current UCI strategy. Chevrolet (2009) also mentions that the critics of globalisation focused on the importance of the traditional European races. They were convinced that the basis of cycling, being Europe, should not be neglected, especially not in the process of globalisation. “Velen vergeten soms dat wielrennen als een grote boom is, met zijn wortels in Europa – neem dat fundament weg en alles stort in elkaar”¹⁰ (Chevrolet: 2009).

Scheerder (2009) confirms the process of globalisation. As Scheerder (2009) suggests, professional cycling was particularly located in Belgium, France, Italy, Spain and The Netherlands until the late 1970s. During that period, small and medium-sized companies were the main sponsors of the then cycling teams. This has changed since the 1980s, when riders from the United States, Australia, Colombia and the former Soviet Union joined the peloton. This development had important consequences for the sponsors as well. Firstly, non-sportive companies steadily replaced the bicycle manufacturers as main sponsors. Secondly, thanks to the globalisation of cycling multinational corporations felt attracted to sponsoring a cycling team, which led to huge capital injections.

Van Tuijl (2010) focuses on the causes of globalisation on the one hand and the consequences for the traditional cycling countries on the other hand in a report for the Rabobank Group. Van Tuijl (2010) mentions a ranking system, in which the results in a selection of thirty-one main cycling races are the determining factor.

⁹ However, in 1980 professional cyclists came from five to six countries, in 1989 they came from all over the world. In a period of ten years everything became different; by the end of the eighties, cycling had changed entirely – Colombians, Americans, Australians, Canadians and New Zealanders fanned out on the European roads (Translation, LVH)

¹⁰ Many people tend to forget that cycling is like a big tree with its roots in Europe. When you take away that foundation, everything collapses (Translation, LVH)

He concludes that six traditional cycling countries, being Belgium, Italy, France, Spain, Switzerland and The Netherlands, accounted for over ninety per cent of the victories in these thirty-one races until the 1980s.

As this chart demonstrates, the six leading cycling nations have been losing influence since the 1980s, although not all of them were affected simultaneously. As van Tuijl (2010) suggests, Belgium suffered the most from the increasing power of other nations. Van Tuijl (2010) mentions several reasons for

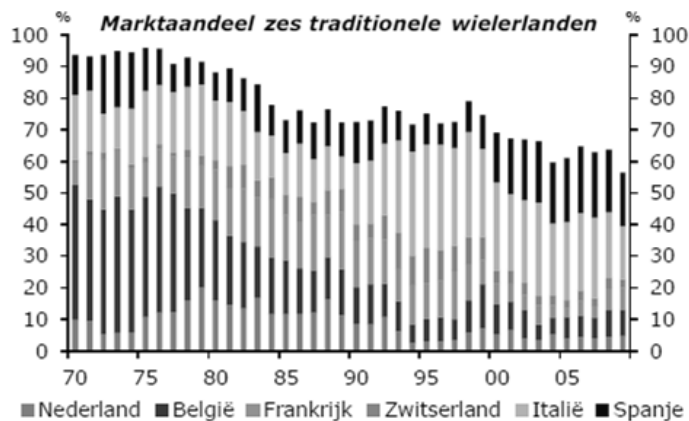


Figure 1: Market share of the six traditional cycling countries (Source: van Tuijl (2010))

this development. Firstly, he considers the riders from non-traditional cycling countries who were the first to come to Europe during the 1970s and 1980s as pioneers for the next generations. Secondly, it is suggested that the threshold to come to Europe has been lowered, as travelling has become faster and cheaper and as modern communication technologies have made it easier to keep in touch with family at home. Finally, van Tuijl (2010) refers to the efforts of the UCI to make cycling more attractive in non-traditional cycling countries and suggests that this process is still developing. “Waarschijnlijk gaat deze ontwikkeling nog in kracht winnen. Het speelveld blijft voorlopig dus nog flink in beweging”¹¹ (van Tuijl: 2010).

Also UCI publications mention the goals of the organisation as far as globalisation is concerned. The UCI claims that it wishes “to increase the participation of the different continents in the World Championships and Olympic Games, but also to increase the number of nations competing in international competitions on a regular basis” (UCI: 2010a).

As the graph on the next page shows, Europe is still the leading continent in cycling, although the growth of other continents is remarkable. Particularly Africa and Central and South America have their number of participating countries growing rapidly.

¹¹ This development will probably gain force. The field still keeps going currently (Translation, LVH)

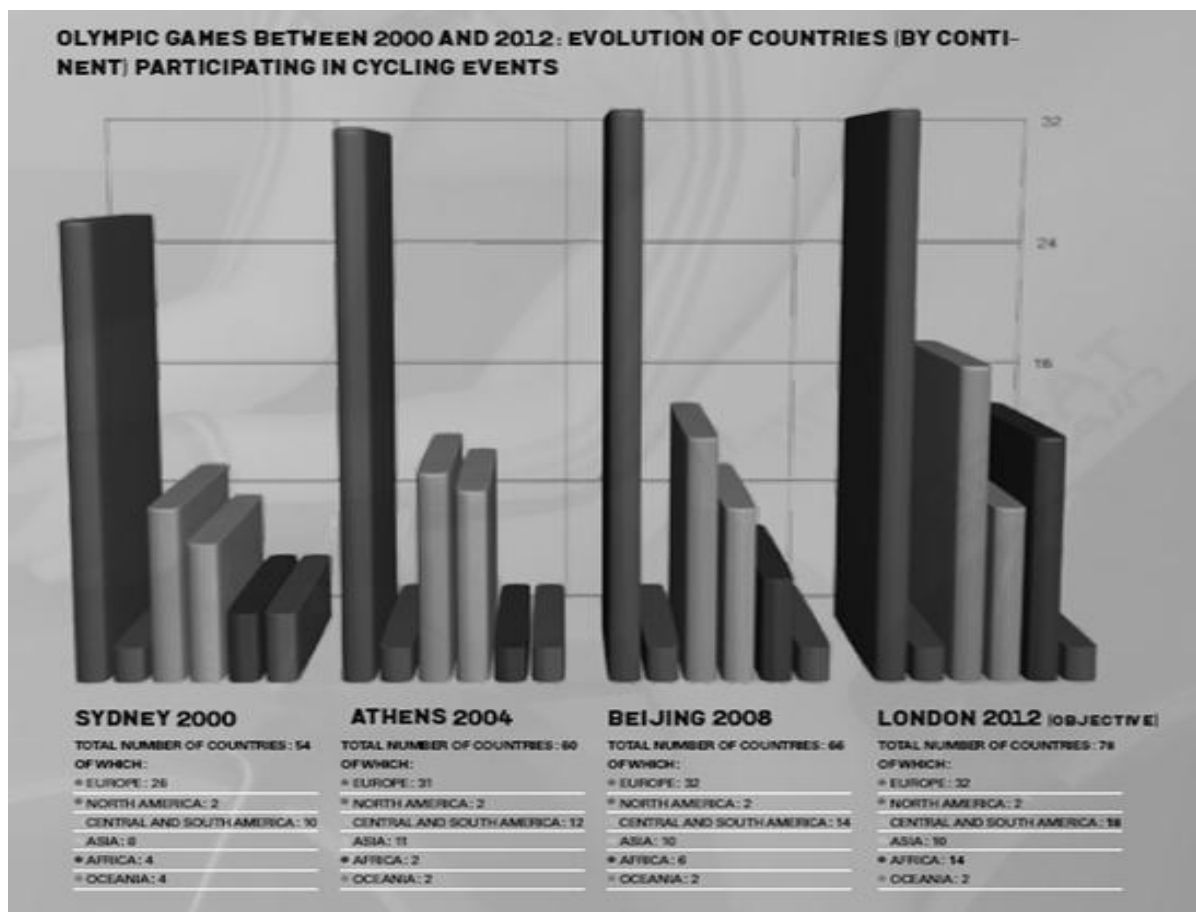


Figure 2: Participating countries per continent in Olympic cycling events (Source: UCI (2010a))

Another UCI publication, *Cycling on the different continents: some figures* (UCI: 2010b), compares the number of licensed riders on each continent. In April 2010, Europe was still the leading continent with 339,370 licensed riders, compared to 36,200 in Africa, 107,860 in the Americas, 127,900 in Asia and 3,900 in Oceania. That the UCI makes efforts to spread cycling all over the world, is mentioned in the brochure *UCI Events* (UCI: 2010c). The UCI established five Continental Circuits “to support the development of road cycling on every continent” (UCI: 2010c). The UCI Europe Tour, UCI Africa Tour, UCI America Tour, UCI Asia Tour and UCI Oceania Tour were established to reach a higher level of participation “in regions where cycling has a great potential for growth” (UCI: 2010c).

Furthermore, the UCI claims in its magazine *Vélo World* (UCI: 2010d) that the year 2010 was an important year in the process of globalisation, with the creation of the UCI WorldTour for 2011 and the organisation of the UCI World Championships, which were held in Oceania for the first time in history. The UCI proves that the last ten years have been a decade of growth. “In 2000, with one exception, all first division teams came from Europe. In 2010, the teams

came from three continents” (UCI: 2010d). Furthermore, it is claimed that the distribution of road races on the different continents has become more even: only Europe saw an eight per cent decrease, while the popularity of cycling has increased on all other continents. Another edition of the magazine in March 2011 (UCI: 2011) dedicates the main article to the Global Cycling Promotion unit (GCP). GCP was created in September 2009 by the UCI, its main objective being the promotion of the worldwide expansion of cycling. The article cites an interview with GCP Director Alain Rumpf: “The aim of GCP is to develop sustainable projects in countries targeted by the UCI’s development strategy, which have good potential for riders, teams and sponsors, all of this in cooperation with the national federations” (UCI: 2011).

A consequence of the globalisation of cycling that is of particular interest for this dissertation is the changing linguistic situation. As cycling is spreading all over the globe, it is a logical consequence that the riders of today’s teams represent more and more different cultural and linguistic backgrounds.

It is thus obvious that languages play an important role in the current cycling world that is characterised by an ongoing globalisation. This thesis will investigate the consequences of globalisation for the internal communication within sports teams and study whether translators and interpreters are hired by professional cycling teams, and if so, to what extent.

2.4. THE SEASON 2011

As was explained in 2.3., the highest UCI competition for the season 2011 is the UCI WorldTour that “brings together the world’s greatest road races” (UCI WorldTour: 2011). Eighteen cycling teams, called ProTeams, were selected and shall participate in all twenty-seven UCI WorldTour races, both stage races and one-day classics. The selected teams represent eleven countries: Belgium, The Netherlands, Luxembourg, France, Spain, Italy, Denmark, Great Britain, Russia, Kazakhstan and the United States. Belgium delegates two ProTeams: Quick-Step Cycling Team and Omega Pharma – Lotto.

Apart from the UCI WorldTour, the UCI Continental Circuits are organised in 2011 as well. The UCI Continental Circuits include the UCI Europe Tour, UCI Africa Tour, UCI America

Tour, UCI Asia Tour and UCI Oceania Tour and are considered to be inferior to the UCI WorldTour. The teams, which can participate in the races of the Continental Circuits are called continental teams and can be divided into two categories: Professional Continental Teams (PCT) and Continental Teams. Thanks to a wildcard system, PCTs are allowed to start in some WorldTour races as well. For 2011, the UCI registered twenty-three Professional Continental Teams from twelve countries: Belgium, Canada, Colombia, Spain, France, Great Britain, Germany, Ireland, Italy, The Netherlands, Poland and the United States. Belgium has three PCTs with Landbouwkrediet, Topsport Vlaanderen – Mercator and Veranda's Willems – Accent.

The UCI also registered 131 Continental Teams, from forty-one different countries: Algeria, Australia, Austria, Belgium, Brazil, China, Colombia, Croatia, the Czech Republic, Denmark, Spain, France, Great Britain, Germany, Greece, Hong Kong, Hungary, Iran, Italy, Japan, Korea, Latvia, Luxembourg, Malaysia, The Netherlands, Norway, New Zealand, Poland, Portugal, Romania, South Africa, Russia, Slovenia, Serbia, Switzerland, Slovakia, Sweden, Chinese Taipei, Turkey, Ukraine and the United States. Belgium has nine Continental Teams: AN Post – Sean Kelly, BKCP – Powerplus, Colba – Mercury, Donckers Koffie – Jelly Belly, Jong Vlaanderen – Bauknecht, Lotto – Bodysol Pole Continental Wallon, Sunweb – Revor, Telenet – Fidea and Wallonie Bruxelles – Crédit Agricole.

3 STUDY DESIGN

3.1. METHOD

3.1.1. Participating teams

As was mentioned in the previous chapter, Belgium counts fourteen professional cycling teams, which would form the statistical population for this research. Firstly, all fourteen Belgian professional teams were contacted via their general e-mail addresses in December 2010. A reminder was sent one month later. As the response still remained low, the riders were contacted individually, via e-mail, via contact forms on their websites or via messages on the social networking service Facebook. Eventually, seventy respondents participated in the questionnaire.

3.1.1.1. ProTeams

Omega Pharma – Lotto was launched in 1985, having had different sponsors over the years. In 2011, Omega Pharma – Lotto has 63 employees, being 27 riders, one team manager, one sports manager, six sports directors, ten attendants, two physical therapists, eight mechanics, three drivers, three physicians, one press officer and one clerk. Seventeen riders have the Belgian nationality, while the other ten riders come from six different countries, being France, Germany, Australia, Spain, Finland and Great Britain. The team staff is completely Belgian and Dutch. Omega Pharma – Lotto is the Belgian team with the largest budget, namely twelve million euros, as Vallé (2011) claims in the Belgian newspaper *Het Nieuwsblad*. In all, 22 team members participated in the questionnaire.

The second Belgian ProTeam, Quick-Step Cycling Team, was founded in 2003 as the successor of the Mapei cycling team. This season, Quick-Step Cycling Team employs 54 people, of which 26 riders and 28 staff, consisting of one team manager, five sports directors, three physicians, one press officer, six mechanics, eight attendants, two drivers and two clerks. The riders come from six different countries, half of them being Belgians, the others coming from Italy, France, Germany, The Netherlands and Slovenia. The team staff consists of people of five different nationalities, they come from Belgium, Italy, The Netherlands,

France and Poland. As Vallé (2011) suggests in *Het Nieuwsblad*, the budget of the Quick-Step Cycling Team is nine million euros. Two members of the Quick-Step Cycling Team filled in the questionnaire.

3.1.1.2. Professional Continental Teams

Landbouwkrediet has existed since 2001 and entered the continental circuit in 2005. The team consists of 25 riders from five different countries: Belgium, The Netherlands, Finland, Lithuania and the Czech Republic. The team management counts one team manager and four sports directors, one of whom is Italian. Apart from the road races, Landbouwkrediet also focuses on cyclo-cross in winter, thus employing some cyclo-cross specialists as well. As is suggested on Wikipedia, the team disposes of a budget of 2.3 million euros for 2011 ([http://nl.wikipedia.org/wiki/Landbouwkrediet_\(wielerploeg\)](http://nl.wikipedia.org/wiki/Landbouwkrediet_(wielerploeg))). In all, four team members participated in this study.

Topsport Vlaanderen – Mercator describes itself on its website (<http://www.topsport-vlaanderen.be/team/vlm/team>) as a professional team that focuses on the Benelux races of the WorldTour and the European calendar for PCTs. The team has existed since 1994, but has been known under its current name since 2008. In 2011, 21 riders race for the team, while the staff consists of one team manager, two sports directors, one physician, two coaches, two mechanics and four attendants. All team members are Flemish, which leads to a uniform linguistic situation. Wikipedia states that the team disposes of a budget of 2.5 million euros (http://nl.wikipedia.org/wiki/Topsport_Vlaanderen-Mercator). Eight team members filled in the questionnaire.

Veranda's Willems – Accent was founded in 2008 and became a PCT at the beginning of the current season 2011. The team employs twenty riders from five countries: Belgium, The Netherlands, The Republic of South Africa, Luxembourg and Australia. Furthermore, there is one team manager, one operational manager and three sports directors. The team has a budget of 1.75 million euros, as Wikipedia suggests (http://nl.wikipedia.org/wiki/Verandas_Willems-Accent). Eight members took part in the research.

3.1.1.3. Continental Teams

AN Post – Sean Kelly was founded in 2006 and is a former Irish cycling team. In 2011, the team has sixteen riders from four countries: Belgium, Ireland, Great Britain and Lithuania. The AN Post – Sean Kelly staff consists of two team managers, one assistant team manager and two attendants. Two team members filled in the questionnaire.

BKCP – Powerplus has existed since 2009 and is a specialised cyclo-cross team. The team employs thirteen riders, who come from six different countries: Belgium, The Netherlands, Italy, France, the Czech Republic and Germany. Furthermore, BKCP – Powerplus is led by two Belgian team managers. The team had two members participating in this research.

Colba – Mercury has sixteen riders for the season 2011, with four different nationalities: they come from Belgium, The Netherlands, Germany and Great Britain. The staff consists of one team manager, two sports directors, two mechanics, four attendants and two drivers, who are all Belgians. Three team members took part in the questionnaire.

Donckers Koffie – Jelly Belly is a relatively new name in the peloton. For 2011, the team has twenty riders who come from Belgium, The Netherlands and Great Britain. Donckers Koffie – Jelly Belly also employs two team managers, one sports director, two assistant managers, two mechanics, three attendants and one driver. Two members responded to the questionnaire.

Jong Vlaanderen – Bauknecht was founded in 2004 and functions as a team where young talents are prepared for a career in the ProTeam Omega Pharma – Lotto. The team has seventeen riders, who are all of Flemish descent, just like the team staff, consisting of one manager, three sports directors, seven mechanics, one coach, seven attendants and one webmaster. In all, seven members of Jong Vlaanderen – Bauknecht filled in the questionnaire.

Lotto Bodysol – Pole Continental Wallon also focuses on training young riders, having sixteen riders for 2011, who come from four different countries: Belgium, The Netherlands, France and Canada, whereas the twelve staff members are all Belgians. Three team members participated in this research.

Sunweb – Revor was launched in 2007, employing twelve cyclo-cross specialists in 2011. The riders come from three countries: Belgium, The Netherlands and the Czech Republic. The team has an extensive staff with one team manager, one assistant manager, two sports directors, three coaches, one physician, one webmaster, one photographer, three attendants, three mechanics, six VIP officers and five clerks. One team member took part in this study.

Telenet – Fidea is known as a specialised cyclo-cross team as well. The team was founded in the year 2000, but has been known under its current name since 2004. For 2011, Telenet – Fidea employs ten riders from five countries: Belgium, The Netherlands, the Czech Republic, Slovakia and Switzerland. Four team members filled in the questionnaire.

The last Belgian professional cycling team is Wallonie Bruxelles – Crédit Agricole, the equivalent of Topsport Vlaanderen – Mercator, as is confirmed by Peeters (2011) in an interview with the team’s manager in the newspaper *Het Nieuwsblad*. “We wilden naar analogie met Topsport-Vlaanderen een eigen Waalse opleidingsploeg beginnen waarin die talenten goed begeleid en voorbereid worden. En dat is Wallonie-Bruxelles geworden.”¹² The sixteen riders all come from the French-speaking part of Belgium, just like the team staff, being one team manager, three sports directors, one coach, two physicians, three mechanics, one physical therapist, two attendants and four clerks. Two members took part in this study.

Respondents per team	
Omega Pharma - Lotto	22
Quick-Step Cycling Team	2
Landbouwkrediet	4
Topsport Vlaanderen – Mercator	8
Veranda’s Willems - Accent	8
AN Post – Sean Kelly	2
BKCP - Powerplus	2
Colba – Mercury	3
Donckers Koffie – Jelly Belly	2
Jong Vlaanderen - Bauknecht	7
Lotto – Bodysol Pole Continental Wallon	3
Sunweb - Revor	1
Telenet - Fidea	4
Wallonie Bruxelles – Crédit Agricole	2

¹² By analogy with Topsport – Vlaanderen we wanted to start a Walloon training team where those talents are supported and prepared well. Wallonie – Bruxelles has become such a team (Translation, LVH)

Recent information on the budget could not be found for any of the Continental Teams.

3.1.2. The questionnaire

Four different questionnaires were developed: one for the riders in Dutch (Appendix I), one for the riders in English (Appendix II), one for the team staff in Dutch (Appendix III) and one for the team staff in English (Appendix IV). The questionnaires for the riders comprised nineteen questions, whereas those for the team staff consisted of twenty-six questions.

As far as the questionnaires for the riders are concerned, the first four questions inquired into general information, like their name, team, nationality and age. The questions five and six asked about the riders' language knowledge, while the next six questions asked which language(s) the riders used when communicating with teammates, team staff and the press, and to what extent. Furthermore, the riders were asked whether they had ever experienced communication problems as a consequence of linguistic differences within the team and whether and how often they have consulted a translator or an interpreter within the team. To end the questionnaire, the riders were asked whether they would find it useful for the team to hire a translator or an interpreter permanently.

The first part of the questionnaire for the staff members was the same as the one for the riders, with only a few differences. An additional question was to fill in their function within the team and they were asked which language(s) they used for contacts with the riders, staff colleagues and the press, if any. A second part was added to the staff questionnaire, which was supposed to be filled in by the responsible involved. These questions inquired into the language of the contracts and the translation and interpreting needs of the team as a whole.

Different types of questions were included in the questionnaires, both open-ended and closed-ended. De Schampheleire (1991) lists the advantages and disadvantages of open-ended questions. On the one hand, the answers to open-ended questions are spontaneous, nuanced and are expressed in the respondents' own words, as De Schampheleire (1991) suggests. Another advantage is that all answers are useful in their own way. The disadvantage that is mentioned by De Schampheleire (1991) is the difficulty to answer the questions, as language skills play an important role, and the difficulty to interpret the results. An example of open-

ended questions used in this questionnaire is the last question, which asked the riders whether they thought it would be useful to hire a translator or an interpreter permanently. Several different closed-ended questions were used as well. The types that are mentioned by De Schampheleire (1991) and that are used in this questionnaire are dichotomous questions and rating scales, which can be used to examine the frequency. Question thirteen in the riders' questionnaires is an example of a dichotomous question, followed by an open-ended question to further explain the situation. The questions seven, nine and eleven in the same questionnaires are rating scales.

The questionnaires were developed via the website www.enquetemaken.be. It was a well considered choice to have online questionnaires, as this would be the easiest and quickest means for the respondents to fill in the questionnaire. It was important to keep in mind that the respondents are all busily engaged people, for whom the time needed to fill in the questionnaire had to be limited to a minimum. Therefore, the use of online questionnaires was preferred to sending questionnaires on paper to the participating teams.

3.2. AIMS AND HYPOTHESES

The process of globalisation has been affecting the cycling sport during the last few decades, but no research has been conducted on the influence on the changing linguistic situation within cycling teams. Therefore, this thesis aims to act as a pilot investigation into this matter. The aim of this study is to discover whether the Belgian cycling teams and their individual members do have translation and interpreting needs and how they are met, if necessary. As this dissertation focuses on Belgian teams exclusively, it should be acknowledged that only a limited part of the cycling teams is dealt with and no conclusions can be drawn for all cycling teams as a whole.

As no research on the linguistic aspect of communication within cycling teams was found, no hypotheses can be deduced from earlier studies. On the one hand, it might be suggested that, as no research was dedicated to the subject before, this means that no problems with translation and interpreting needs have occurred in the cycling peloton. On the other hand, the lack of research might also be explained by the fact that the process of globalisation is a

relatively recent development. Therefore, it is interesting to examine how today's cycling teams cope with the cultural and particularly linguistic diversity of their team members.

If we can assume that the teams with the most different nationalities and thus mother tongues experience the most communication problems, it may be expected that the two Belgian ProTeams, Omega Pharma – Lotto and Quick-Step Cycling Team, have the greatest translation and interpreting needs. Furthermore, although not all Belgian teams have their budget revealed, it can be assumed that these two ProTeams dispose of the largest budget, which might make it easier for them to hire a translator or an interpreter permanently. Smaller teams with members of only one nationality like Topsport Vlaanderen – Mercator on the other hand are expected to experience no communication problems and thus to have no translation and interpreting needs.

4 RESULTS

This chapter will summarise the answers that were given in the questionnaires. The first questions (name, team, age and function within the team) will not be dealt with, as they were meant as a way of introduction and as the participants' anonymity was promised to be guaranteed. For the same reason, the respondents will not be called by their names, but by a number that was given to each of them. When considering the given answers, a division will be made between the riders and staff members. In all, 52 riders and 18 staff members participated in the questionnaires.

Nationality

Of all participating riders, forty had the Belgian nationality, but also six other nationalities were represented. Five participants came from The Netherlands, two from Germany, two from Australia, one from Spain, one from Canada and one from Finland.

All participating staff members had the Belgian nationality.

Which language is your mother tongue?

Riders		Staff	
Dutch	40	Dutch	17
French	5	French	1
English	3	English	0
German	2	German	0
Spanish	1	Spanish	0
Italian	0	Italian	0
Other	1 (Finnish)	Other	0
	52		18

Which languages do you master?

All respondents were asked to tick off the languages they mastered. The given possibilities were Dutch, French, English, German, Spanish and Italian, but they also had the opportunity to add their own suggestions.

Riders		Staff	
Dutch	73 %	Dutch	72 %
French	73 %	French	100 %
English	92 %	English	94 %
German	15 %	German	39 %
Spanish	8 %	Spanish	17 %
Italian	8 %	Italian	33 %
Other	2 % (Finnish and Swedish)	Other	0 %

Still, it should be indicated that some participants seem to have misinterpreted the question as a question about their foreign language knowledge, thus not ticking off their mother tongue. Some respondents who for instance indicated Dutch as their mother tongue did not indicate Dutch as one of the languages they mastered. Therefore, these answers might give a distorted picture of the situation.

Furthermore, it should be acknowledged that all respondents were asked to assess their own language skills and that the result might have been different when for instance language tests were used. Still, since the respondents' language knowledge was not the main topic of this dissertation, not too much attention should be paid to this issue.

Which language(s) do you use with teammates / staff members / colleagues / the press and to what extent?

The riders were asked to indicate which languages they used when communicating with their teammates, the staff members and the press respectively. Furthermore, they had to estimate how often they used each language. The results are shown in the following tables. As the percentages are rounded off, the sum may not always equal hundred per cent.

The languages used by the riders when communicating with teammates							
	Dutch	French	English	German	Spanish	Italian	Other
Always	65 %	12 %	10 %	0 %	2 %	0 %	0 %
Often	17 %	24 %	32 %	0 %	0 %	2 %	2 %
Occasionally	4 %	21 %	19 %	4 %	6 %	2 %	0 %
Rarely	6 %	13 %	15 %	21 %	2 %	12 %	4 %
Never	8 %	30 %	24 %	75 %	90 %	84 %	94 %

The other languages that were mentioned, were Czech and “some words borrowed from Finnish”.

The languages used by the riders when communicating with team staff							
	Dutch	French	English	German	Spanish	Italian	Other
Always	68 %	8 %	8 %	0 %	2 %	0 %	0 %
Often	12 %	12 %	17 %	0 %	0 %	4 %	0 %
Occasionally	4 %	17 %	12 %	0 %	2 %	2 %	0 %
Rarely	6 %	10 %	2 %	10 %	6 %	8 %	0 %
Never	10 %	53 %	61 %	90 %	90 %	86 %	100 %

The languages used by the riders when communicating with the press							
	Dutch	French	English	German	Spanish	Italian	Other
Always	63 %	8 %	12 %	2 %	2 %	0 %	2 %
Often	15 %	12 %	15 %	2 %	0 %	4 %	0 %
Occasionally	6 %	24 %	24 %	4 %	0 %	0 %	0 %
Rarely	4 %	25 %	28 %	2 %	4 %	2 %	2 %
Never	12 %	32 %	21 %	90 %	94 %	94 %	96 %

The other languages indicated, were Czech and Finnish.

The languages used by team staff members when communicating with riders							
	Dutch	French	English	German	Spanish	Italian	Other
Always	50 %	11 %	17 %	0 %	0 %	0 %	0 %
Often	44 %	33 %	44 %	11 %	6 %	11 %	0 %
Occasionally	0 %	50 %	22 %	22 %	6 %	17 %	0 %
Rarely	0 %	0 %	11 %	22 %	17 %	17 %	0 %
Never	6 %	6 %	6 %	44 %	72 %	56 %	100 %

The languages used by team staff members when communicating with staff colleagues							
	Dutch	French	English	German	Spanish	Italian	Other
Always	78 %	17 %	6 %	0 %	0 %	0 %	0 %
Often	17 %	22 %	17 %	0 %	6 %	11 %	0 %
Occasionally	0 %	22 %	39 %	0 %	6 %	6 %	0 %
Rarely	0 %	17 %	6 %	11 %	6 %	0 %	0 %
Never	6 %	22 %	33 %	89 %	83 %	83 %	100 %

The languages used by team staff members when communicating with the press							
	Dutch	French	English	German	Spanish	Italian	Other
Always	56 %	17 %	0 %	0 %	0 %	0 %	0 %
Often	39 %	28 %	39 %	6 %	0 %	6 %	0 %
Occasionally	0 %	33 %	28 %	6 %	11 %	11 %	0 %
Rarely	0 %	0 %	6 %	11 %	6 %	6 %	6 %
Never	6 %	22 %	28 %	78 %	83 %	78 %	94 %

The respondent who mentioned the use of another language for contacts with the press did not specify which language was concerned.

When considering the tables above, it can be concluded that both for riders and staff members Dutch is the main language for communication with all groups mentioned, followed by French and English. German, Spanish, Italian and other languages are present, but to a much lesser extent and can be considered to be less important languages for the members of the studied Belgian cycling teams.

Have you ever experienced communication problems as a consequence of language differences within the team? If yes, please explain. What was the problem like and how was it solved?

In all, thirteen per cent of the participating riders, or seven respondents, confirmed that language differences had brought about communication problems within the team. Six of them specified the problems and suggested their solutions. All answers were summarised and translated in English.

- It is difficult to understand my Dutch-speaking teammates when they are talking amongst each other, but they switch to English when they want to talk to me (respondent 2, Omega Pharma – Lotto)
- The Italian riders of the team do not always master the English language sufficiently (respondent 25, Quick-Step Cycling Team)
- I do not always understand my Irish teammates when they are talking amongst each other, but this problem is solved when they repeat what they were saying (respondent 28, AN Post – Sean Kelly)

- My English skills are not very strong, which sometimes makes it more difficult to communicate (respondent 49, Telenet – Fidea)
- My Czech teammates do not always understand and speak English well enough. The problem was solved when they took English classes (respondent 51, Telenet – Fidea)

Also five staff members, being twenty-eight per cent, mentioned the occurrence of language-linked communication problems within their teams.

- Last year, the team employed a rider who only knew Spanish, which made it difficult to communicate (respondent 55, Omega Pharma – Lotto)
- Some staff members have a limited language knowledge (respondent 56, Omega Pharma – Lotto)
- The team had two Spanish riders, who only spoke Spanish (respondent 63, Omega Pharma – Lotto)
- My knowledge of French and English is capable of improvement (respondent 68, Omega Pharma – Lotto)

How often have you consulted a translator within the team? Please explain the situation.

Riders		Staff	
Never	46	Never	14
Every year	1	Every year	1
Every three months	1	Every three months	1
Every month	0	Every month	0
Every week	1	Every week	1
Other	3	Other	1
	52		18

The results from the riders' questionnaire reveal that 88 per cent, or 46 participants, have never consulted a translator within the team. One of them suggested that he would only need a translator for important documents. The participants who confirmed that they had consulted a translator before mentioned different reasons:

- I have my e-mails translated from Dutch into English weekly (respondent 4, Veranda's Willems – Accent)

- I had a race guide translated that was originally available in Dutch only (respondent 7, Lotto Bodysol – Pole Continental Wallon)
- When there is something that I do not understand, I get help from bilingual teammates (respondent 14, Veranda's Willems – Accent)
- I sometimes have a text translated from French into Dutch (respondent 16, Veranda's Willems – Accent)
- My contract was drafted in French at first, but it was translated by my manager. (respondent 18, Veranda's Willems – Accent)
- My teammates help me with French words or expressions that I do not know (respondent 27, Landbouwkrediet)

It should be noticed that some riders ask the help of their teammates, who then function as an unofficial translator, rather than hiring a professional translator.

Also few staff members noted that they consulted a translator within the team. Those who did, mentioned several reasons:

- The translation of important UCI documents (respondent 53, Topsport Vlaanderen – Mercator)
- The other language versions of the website. Furthermore, translation software is used to send e-mails in another language (respondent 55, Omega Pharma – Lotto)
- Some organisers place translators at the teams' disposal, as was the case in Japan fifteen years ago (respondent 57, Omega Pharma – Lotto)
- Official translations such as press releases, documents on the website, etcetera. As all team members are at least bilingual, no translation service is used for internal communication (respondent 66, Veranda's Willems – Accent)

How often have you consulted an interpreter within the team? Please explain the situation.

Riders		Staff	
Never	48	Never	17
Every year	0	Every year	0
Every three months	0	Every three months	0
Every month	1	Every month	0
Every week	0	Every week	0
Other	3	Other	1
	52		18

Over ninety per cent of all participating riders indicated that they had never consulted an interpreter within the team. Only one respondent mentioned that he consulted an interpreter monthly, but he did not specify the situation in which this happened. Three participants chose to tick off the category “other”, explaining the situation:

- Teammates help me when there are words or expressions that I do not understand (respondent 14, Veranda’s Willems – Accent)
- Over the years in the peloton, we learn each other’s languages, so that an interpreter is not necessary (respondent 16, Veranda’s Willems – Accent)
- An interpreter might come in handy in longer stage races, for instance in Spain or Italy (respondent 42, Jong Vlaanderen – Bauknecht)

The overwhelming majority of the participating staff members had not consulted an interpreter either. One respondent referred to the Tour of Turkey, where each team disposed of an interpreter: “these interpreters are often students, who stay with the team’s driver during the whole tour. The communication between the interpreter and the team happens in English or French” (respondent 57, Omega Pharma – Lotto).

Do you think it would be useful for the team to employ a translator or an interpreter permanently?

In general, most participants agreed that it would not be useful for the team to hire a translator or an interpreter permanently. Some respondents just answered “no”, but most participants

clarified their opinion and substantiated why they thought this would be useful or not and which alternatives they proposed:

- Everybody should learn a common language, namely English (respondent 2, Omega Pharma – Lotto)
- It is the riders' responsibility to learn the team's dominant language (respondent 3, Omega Pharma – Lotto)
- I ride for a Walloon cycling team, where everybody speaks French. In 2008, I raced for an Italian team for a short period, where one of the sports directors had a basic knowledge of French. He translated the race instructions for me, so an interpreter would not have been useful in that situation. If I had stayed in the team, I would have taken Italian classes, so that I could adapt to the other team members (respondent 5, Wallonie Bruxelles – Crédit Agricole)
- Our team employs cyclists and staff who speak many languages, so the possibility to understand everybody is extensive. There are never any communication problems thanks to this multicultural mixture of people in the team environment. Therefore, to employ an interpreter would not be hundred per cent useful (respondent 6, Omega Pharma – Lotto)
- I think it would be useful on a contract basis, for certain times during the year (respondent 7, Lotto Bodysol – Pole Continental Wallon)
- I do not think that this is necessary. In my opinion, it has some kind of charm when one takes the trouble to express himself in another language. Furthermore, everyone speaks English well enough to communicate successfully (respondent 9, Omega Pharma – Lotto)
- As long as all team members know the same common language, this will not be necessary (respondent 10, Omega Pharma – Lotto)
- I think that it might be more useful to employ a teacher for language classes rather than a translator (respondent 13, Omega Pharma – Lotto)
- This will not be useful, as most team members know at least two languages. I am convinced that it is a part of our job to know the team's dominant language (respondent 16, Veranda's Willems – Accent)
- It might be useful for the larger teams to have multilingual office employees. Furthermore, it might come in handy to hire a translator or an interpreter permanently

when multilingualism is needed for communication with the media (respondent 17, Veranda's Willems – Accent)

- As our team is fully Flemish, this will not be useful (respondent 21, Topsport Vlaanderen – Mercator)
- This might be useful in some cases (respondent 23, Topsport Vlaanderen – Mercator)
- Most team members know English, so an interpreter or a translator would not be useful (respondent 25, Quick-Step Cycling Team)
- As English is the main language in cycling and as most team members know at least Dutch or English, this is not necessary for our team. Still, in other teams, for instance Spanish or Italian, where less staff members, attendants and riders know English, it might be useful to hire an interpreter in order to prevent miscommunication (respondent 26, Omega Pharma – Lotto)
- I think that this might be useful for ProTeams, where people of many different nationalities are employed (respondent 27, Landbouwkrediet)
- As far as French and English are concerned, I think that it is better to learn those languages on your own, rather than hiring an interpreter. For languages such as Russian on the other hand, it might be advisable to do so. Still, I am convinced that the best solution would be to organise classes for the entire team to learn one common language (respondent 28, AN Post – Sean Kelly)
- We do not experience language problems within the team. My foreign teammates spend so much time in Belgium that they learn Dutch really quickly. When there are words or expressions that they do not understand, we help them in English (respondent 29, Colba – Mercury)
- As all team members are of Flemish descent, this is not applicable to our team, but it might be useful in teams with several nationalities (respondent 31, Topsport Vlaanderen – Mercator)
- Apart from the ProTeams, this might not be used often in my opinion (respondent 32, Topsport Vlaanderen – Mercator)
- When everyone makes an effort, we understand each other (respondent 33, Colba – Mercury)
- I doubt whether this would be useful, as all riders function as some kind of interpreter for each other (respondent 34, Quick-Step Cycling Team)

- This might be useful for some occasions such as contract negotiations, but I think that it might be expensive to employ a translator or an interpreter permanently (respondent 35, AN Post – Sean Kelly)
- In my opinion this might be useful in teams with different nationalities only (respondent 37, Jong Vlaanderen – Bauknecht)
- Several nationalities were represented in my previous team, but we never experienced communication problems. The language of cycling is relatively simple, so that everything can be explained with some easy words and gestures (respondent 38, Jong Vlaanderen – Bauknecht)
- I do not think that this would be useful for our team as most of our races take place in Belgium, France and The Netherlands. In Spain and Italy, most people know English as well, so an interpreter is not necessary. Still, it might come in handy for the national track cycling team, as we have races in countries like China, but mostly, the organisers make sure that the teams dispose of the assistance of an interpreter (respondent 39, Donckers Koffie – Jelly Belly)
- In teams like mine there are very few foreign riders. Moreover, most of them know Dutch or French, so a translator or an interpreter is unnecessary (respondent 40, Jong Vlaanderen – Bauknecht)
- In my opinion, the multilingualism of the team members is sufficient (respondent 41, BKCP – Powerplus)
- We manage to understand each other with the current team members (respondent 42, Jong Vlaanderen – Bauknecht)
- Most riders know English or French sufficiently. When there are language problems, there is always somebody who can explain the situation in other languages (respondent 43, Landbouwkrediet)
- This would not really be necessary, since many team members speak French, Dutch and English and with these three languages we manage quite well. Only to simplify the contacts between the teams and the audience, this might be useful (respondent 45, Wallonie Bruxelles – Crédit Agricole)
- We are currently a continental team that is sponsored by Topsport – Vlaanderen. As a consequence, only Flemish riders are employed, so that Dutch is the only language used (respondent 46, Jong Vlaanderen – Bauknecht)
- This would not be useful as our team consists of Flemish riders only (respondent 47, Jong Vlaanderen – Bauknecht)

- The riders should communicate in the most frequent languages. Furthermore, I think that we get to know each other best during trainings and at our hotel rooms, so I guess that it would not be pleasant or even possible to consult a translator or an interpreter there. Only for interviews this might come in handy, but most people know English, so this might not be really necessary (respondent 48, Jong Vlaanderen – Bauknecht)
- In my experience, everyone knows English more or less, so we understand each other perfectly (respondent 49, Telenet – Fidea)
- Some riders do not speak English very well, which sometimes makes it hard to communicate, but most of the time, we have no communication problems (respondent 50, Telenet – Fidea)
- This would not be very useful right now, but I understand that it would be handy in a team where all members speak different languages (respondent 51, Telenet – Fidea)
- It might be useful to hire a translator or an interpreter in teams with many different nationalities (respondent 52, Sunweb – Revor)

Also most staff members unanimously agreed that it would not be necessary to hire a translator or an interpreter permanently.

- This is not useful for our team, as all team members, both riders and staff, are Flemish (respondent 53, Topsport Vlaanderen – Mercator)
- I think this might be quite expensive (respondent 55, Omega Pharma – Lotto)
- This is unnecessary, as we almost never have to travel to countries where none of the traditional languages is spoken (respondent 56, Omega Pharma – Lotto)
- In my opinion, this would not be very useful, as all riders know English sufficiently (respondent 58, Omega Pharma – Lotto)
- Up until now this has not been necessary (respondent 61, Omega Pharma – Lotto)
- It might be useful, especially for riders who do not know English at all (respondent 64, Omega Pharma – Lotto)
- I do not think that this would be useful, considering our language knowledge and the composition of our team (respondent 65, BKCP – Powerplus)
- As our team is mainly a Dutch-Belgian team, this is unnecessary. Translations are often made by staff members, who all have experience in management and business (respondent 66, Veranda's Willems – Accent)

- We see that cyclo-cross is still located in Flanders mainly, although the sport has been growing over the last few years and is expected to globalise further in the upcoming period. Still, in my opinion, it is easier when riders can communicate in Dutch, French or English themselves. I think that it is more pleasant when the riders can express their message themselves, rather than consulting an interpreter to do so. Feelings and opinions get lost when the communication does not take place between the staff and the riders immediately (respondent 67, Telenet – Fidea)
- Rather than hiring an interpreter, it would be my idea to organise language classes (respondent 68, Omega Pharma – Lotto)

The next questions were addressed to the staff members who are in fact responsible for the communication or recruitment in the team. Six of the eighteen participating staff members filled in the following questions.

In which language are the riders' contracts drawn up?

Responsible staff members	
Always in the rider's mother tongue	2
Always in Dutch	2
Always in French	0
Always in English	0
Always in German	0
Always in Spanish	0
Always in Italian	0
In different languages	1
Other	1 (Dutch or French)
	6

Does the team ever hire a translator for that purpose?

The same six respondents answered this question and they all agreed that no translators are hired to translate the contracts. Respondent 54 (Landbouwkrediet) added that the used contracts are standard UCI contracts.

How often does the team hire a translator? For which situations?

Responsible staff members	
Never	3
Every year	1
Every three months	1
Every month	0
Every week	1
Other	0
	6

Respondent 53 (Topsport Vlaanderen – Mercator) added that a translator is consulted for important documents, particularly for communicating with the UCI. Also respondent 66 (Veranda's Willems – Accent) mentioned that his team consulted a translator for official translations such as press releases and texts for the team website.

How often does the team hire an interpreter? For which situations?

Responsible staff members	
Never	5
Every year	1
Every three months	0
Every month	0
Every week	0
Other	0
	6

As this table shows, only one participant indicated that his team hires an interpreter every year, but he did not specify the exact situation.

5 CONCLUSION

As the questionnaires contained much new and interesting information, the results will be summarised and discussed in the following paragraphs.

As far as the respondents' language knowledge is concerned, it can be concluded that most participants were relatively positive about their skills. It should be acknowledged that this could not be verified as the respondents had to assess their situation themselves, but we may conclude that the participants are convinced that their level of certain languages is high enough for effective and successful communication. As the questionnaire has shown, Dutch is the most used language within the studied teams for communication with different groups, followed by French and English. German, Spanish, Italian and other languages on the other hand are used much less and obviously play a minor role in the communication of both riders and staff members.

As most respondents testified, relatively few communication problems have occurred within the studied teams. Still, some respondents referred to communication problems as a consequence of linguistic differences. The main reason for these communication problems was the limited language knowledge of some team members and the difficulty to understand a conversation between native speakers as a non-native.

Since the majority of the participants has never experienced language-linked communication problems, it is a logical consequence that 88 per cent has never consulted a translator. When the respondents did consult a translator, this was for important and official documents, such as race guides, e-mail communication, contracts, UCI documents, website texts and press releases. The help of an interpreter has been used even less, as the results of the questionnaire show. As an alternative, the respondents referred to their own language knowledge or the help of multilingual teammates when necessary.

It is thus obvious that the majority of the participants shared the opinion that it would not be useful for their teams to hire a translator or an interpreter permanently. Although some respondents doubted whether it would be useful or not, the majority suggested other alternatives. Firstly, they suggested using a common language, which would in practice be English. Furthermore, it was claimed that the use of easy words and gestures could lead to

effective communication as well. A second alternative was to organise classes to learn the team's dominant language. Finally, several respondents mentioned that they could function as unofficial translators and interpreters as well. For instance, teammates help each other out when they do not understand particular words or expressions and translations are often made by staff members themselves.

Some respondents also motivated why they thought that it would not be useful to hire a translator or an interpreter. One of the reasons mentioned was the fact that most of the cycling races still take place in countries where traditional languages are spoken. When races are organised in non-traditional cycling countries such as China, the organisers mostly make sure that the teams have a translator or an interpreter at their disposal. A second objection was based on the idea that feelings and information get lost in translation. Finally, some respondents suggested that it would be too expensive for their teams to employ a translator or an interpreter permanently.

It is remarkable that several members of the smaller teams with a limited amount of nationalities, such as Topsport Vlaanderen – Mercator and Jong Vlaanderen – Bauknecht, believed that it might be more useful for the larger teams to employ a translator or an interpreter. They were convinced that this would not be necessary within their own teams, but expected that teams with many different nationalities would have more communication problems and thus greater translation and interpreting needs. Still, this study has shown that this is a wrong impression, as also the members of these larger teams took the view that it would be useless to employ a translator or an interpreter. Also the responsible staff members testified that they seldom consulted a translator or an interpreter on behalf of the team. Only for really important documents an official translator was consulted.

As this study has shown, none of the Belgian cycling teams would find it useful to employ a translator or an interpreter permanently. This was expected for the smaller Belgian teams, but this study has revealed that this would also be the case for the two largest teams, being the ProTeams Omega Pharma – Lotto and Quick-Step Cycling Team, thus invalidating the formulated hypothesis.

It can be concluded that the Belgian cycling teams have become more multilingual as a consequence of the ongoing globalisation, but that this has not brought about actual

communication problems. The members of the studied teams seem to be able to manage the changing linguistic situation themselves without the assistance of a translator or an interpreter. As this dissertation was meant to act as a pilot investigation and as only Belgian teams were involved in this study, further research might be necessary to explore the situation in other countries and the cycling world as a whole.

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APPENDICES

Appendix I: Questionnaire for riders in Dutch

Ik ben Lien Van Hoorebeke, masterstudente Meertalige Communicatie aan de Hogeschool Gent. Mijn masterscriptie onderzoekt de vertaal-en tolkbehoeften bij Belgische wielerploegen. Om tot een representatief resultaat te komen zou ik u willen vragen deze korte enquête in te vullen. Alvast bedankt!

1) Naam

2) Team

3) Nationaliteit

4) Leeftijd

5) Welke taal is uw moedertaal?

- Nederlands
- Frans
- Engels
- Duits
- Spaans
- Italiaans
- andere

6) In welke talen kunt u zich voldoende uitdrukken?

- Nederlands
- Frans
- Engels
- Duits
- Spaans
- Italiaans
- andere

7) Welke talen gebruikt u in welke mate met uw ploegmaats?

	Altijd	Vaak	Af en toe	Zelden	Nooit
Nederlands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Frans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Engels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Duits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italiaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Andere	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8) Indien u bij vraag 7 'andere' aanduidde, om welke taal gaat het dan?

9) Welke talen gebruikt u in welke mate met de ploegleiding?

	Altijd	Vaak	Af en toe	Zelden	Nooit
Nederlands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Frans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Engels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Duits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italiaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Andere	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10) Indien u bij vraag 9 'andere' aanduidde, om welke taal gaat het dan?

11) Welke talen gebruikt u in welke mate met de pers?

	Altijd	Vaak	Af en toe	Zelden	Nooit
Nederlands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Frans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Engels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Duits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italiaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Andere	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12) Indien u bij vraag 11 'andere' aanduidde, om welke taal gaat het dan?

13) Ondervond u binnen het team al communicatieproblemen als gevolg van taalverschillen?

- Ja
- Nee

14) Indien u bij vraag 13 'ja' antwoordde, leg de situatie kort uit. Welk probleem deed zich voor en hoe werd het opgelost?

15) Hoe vaak heeft u binnen de ploeg al een beroep gedaan op een vertaler?

- Nooit
- Eenmaal per jaar
- Eenmaal per kwartaal
- Maandelijks
- Wekelijks
- andere

16) Indien u al een beroep deed op een vertaler, leg kort de situatie uit.

17) Hoe vaak heeft u binnen de ploeg al een beroep gedaan op een tolk?

- Nooit
- Eenmaal per jaar
- Eenmaal per kwartaal
- Maandelijks
- Wekelijks
- andere

18) Indien u al een beroep deed op een tolk, leg kort de situatie uit.

19) Denkt u dat het nuttig is om binnen de ploeg een vertaler of tolk vast in dienst te nemen?

Appendix II: Questionnaire for riders in English

My name is Lien Van Hoorebeke and I study Multilingual Communication at University College Ghent. My Master's thesis focuses on the translation and interpreting needs of Belgian cycling teams. In order to obtain representative results, I would like to ask you to fill in this short questionnaire. Thank you!

1) Name

2) Team

3) Nationality

4) Age

5) Which language is your mother tongue?

- Dutch
- French
- English
- German
- Spanish
- Italian
- andere

6) Which languages do you master?

- Dutch
- French
- English
- German
- Spanish
- Italian
- andere

7) Which languages do you use with teammates and to what extent?

	Always	Often	Occasionally	Rarely	Never
Dutch	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
French	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
English	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
German	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spanish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italian	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8) If you answered 'other', which language(s) do you mean?

9) Which languages do you use with staff and to what extent?

	Always	Often	Occasionally	Rarely	Never
Dutch	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
French	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
English	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
German	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spanish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italian	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10) If you answered 'other', which language(s) do you mean?

11) Which languages do you use with the press and to what extent?

	Always	Often	Occasionally	Rarely	Never
Dutch	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
French	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
English	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
German	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Spanish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italian	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12) If you answered 'other', which language(s) do you mean?

13) Have you ever experienced communication problems as a consequence of language differences within the team?

- Yes
- No

14) If yes, please explain. What was the problem like and how was it solved?

15) How often have you consulted a translator within the team?

- Never
- Every year
- Every three months
- Every month
- Every week
- andere

16) If you have consulted a translator, please explain the situation.

17) How often have you consulted an interpreter within the team?

- Never
- Every year
- Every three months
- Every month
- Every week
- andere

18) If you have consulted an interpreter, please explain the situation.

19) Do you think it would be useful for the team to employ a translator or interpreter permanently?

Appendix III: Questionnaire for team staff in Dutch

Ik ben Lien Van Hoorebeke, masterstudente Meertalige Communicatie aan de Hogeschool Gent. Mijn masterscriptie onderzoekt de vertaal-en tolkbehoeften bij Belgische wielerploegen. Om tot een representatief resultaat te komen zou ik u willen vragen deze korte enquête in te vullen. Alvast bedankt!

1) Naam

2) Team

3) Functie binnen de ploeg

4) Nationaliteit

5) Leeftijd

6) Welke taal is uw moedertaal?

- Nederlands
- Frans
- Engels
- Duits
- Spaans
- Italiaans
- andere

7) In welke talen kunt u zich voldoende uitdrukken?

- Nederlands
- Frans
- Engels
- Duits
- Spaans
- Italiaans

andere

8) Welke talen gebruikt u in welke mate met de renners?

	Altijd	Vaak	Af en toe	Zelden	Nooit
Nederlands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Frans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Engels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Duits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italiaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Andere	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9) Indien u bij vraag 8 'andere' aanduidde, om welke taal gaat het dan?

10) Welke talen gebruikt u in welke mate met uw collega's binnen de omkadering?

	Altijd	Vaak	Af en toe	Zelden	Nooit
Nederlands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Frans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Engels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Duits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italiaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Andere	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11) Indien u bij vraag 10 'andere' aanduidde, om welke taal gaat het dan?

12) Welke talen gebruikt u in welke mate in eventuele contacten met de pers?

	Altijd	Vaak	Af en toe	Zelden	Nooit
Nederlands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Frans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Engels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Duits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italiaans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Andere	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13) Indien u bij vraag 12 'andere' aanduidde, om welke taal gaat het dan?

14) Ondervond u binnen het team al communicatieproblemen als gevolg van taalverschillen?

- Ja
- Nee

15) Indien u bij vraag 14 'ja' antwoordde, leg de situatie kort uit. Welk probleem deed zich voor en hoe werd het opgelost?

16) Hoe vaak heeft u binnen de ploeg al een beroep gedaan op een vertaler?

- Nooit
- Eenmaal per jaar
- Eenmaal per kwartaal
- Maandelijks
- Wekelijks
- andere

17) Indien u al een beroep deed op een vertaler, leg kort de situatie uit.

18) Hoe vaak heeft u binnen de ploeg al een beroep gedaan op een tolk?

- Nooit
- Eenmaal per jaar
- Eenmaal per kwartaal
- Maandelijks
- Wekelijks
- andere

19) Indien u al een beroep deed op een tolk, leg kort de situatie uit.

20) Denkt u dat het nuttig is om binnen de ploeg een vertaler of tolk vast in dienst te nemen?

21) IN TE VULLEN DOOR DE BETROKKEN VERANTWOORDELIJKE

In welke taal worden de contracten met de renners opgesteld?

- Altijd in de moedertaal van de renner
- Altijd in het Nederlands
- Altijd in het Frans
- Altijd in het Engels
- Altijd in het Duits
- Altijd in het Spaans
- Altijd in het Italiaans
- In verschillende talen
- andere

22) Wordt daarvoor soms een beroep gedaan op een vertaler?

23) Hoe vaak doet de ploeg een beroep op een vertaler?

- Vast in dienst
- Eenmaal per jaar
- Eenmaal per kwartaal
- Maandelijks
- Wekelijks
- andere

24) Indien de ploeg al een beroep deed op een vertaler, voor welke situaties?

25) Hoe vaak doet de ploeg een beroep op een tolk?

- Vast in dienst
- Eenmaal per jaar

- Eenmaal per kwartaal
- Maandelijks
- Wekelijks
- andere

26) Indien de ploeg al een beroep deed op een tolk, voor welke situaties?

Appendix IV: Questionnaire for team staff in English

My name is Lien Van Hoorebeke and I study Multilingual Communication at University College Ghent. My Master's thesis focuses on the translation and interpreting needs of Belgian cycling teams. In order to obtain representative results, I would like to ask you to fill in this short questionnaire. Thank you!

1) Name

2) Team

3) Function within the team

4) Nationality

5) Age

6) Which language is your mother tongue?

- Dutch
- French
- English
- German
- Spanish
- Italian
- andere

7) Which languages do you master?

- Dutch
- French
- English
- German
- Spanish
- Italian
- andere

8) Which languages do you use with the riders and to what extent?

	Always	Often	Occasionally	Rarely	Never
Dutch	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
French	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
English	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
German	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spanish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italian	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9) If you answered 'other', which language(s) do you mean?

10) Which languages do you use with staff colleagues and to what extent?

	Always	Often	Occasionally	Rarely	Never
Dutch	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
French	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
English	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
German	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spanish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italian	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11) If you answered 'other', which language(s) do you mean?

12) Which languages do you use in contacts with the press, if any, and to what extent?

	Always	Often	Occasionally	Rarely	Never
Dutch	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
French	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
English	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
German	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Spanish	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Italian	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13) If you answered 'other', which language(s) do you mean?

14) Have you ever experienced communication problems as a consequence of language differences within the team?

- Yes
- No

15) If yes, please explain. What was the problem like and how was it solved?

16) How often have you consulted a translator within the team?

- Never
- Every year
- Every three months
- Every month
- Every week
- andere

17) If you have consulted a translator, please explain the situation.

18) How often have you consulted an interpreter within the team?

- Never
- Every year
- Every three months
- Every month
- Every week
- andere

19) If you have consulted an interpreter, please explain the situation.

20) Do you think it would be useful for the team to employ a translator or interpreter permanently?

21) TO BE FILLED IN BY THE RESPONSIBLE INVOLVED

In which language are the riders' contracts drawn up?

- Always in the rider's mother tongue
- Always in Dutch
- Always in French
- Always in English
- Always in German
- Always in Spanish
- Always in Italian
- In different languages
- andere

22) Does the team ever hire a translator for that purpose?

23) How often does the team hire a translator?

- Permanently employed
- Every year
- Every three months
- Every month
- Every week
- andere

24) If the team has hired a translator, for which situations?

25) How often does the team hire an interpreter?

- Permanently employed
- Every year
- Every three months

- Every month
- Every week
- andere

26) If the team has hired an interpreter, in which situations?

Dissertatiegegevens bij fiche

Titel van de scriptie

Translation and interpreting needs
of Belgian professional cycling teams

Auteur(s)

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Taal van de scriptie

Engels

Vrije trefwoorden

Engels	vertaalbehoeften
tolkbehoeften	wielerploegen
België	sport
enquête	

Trefwoorden en annotatie

Trefwoord:

Studie in de meertalige communicatie

Annotatie:

/

Iwetocodes

H363-sociolinguïstiek

Doelstelling, methode en resultaten

Doelstelling:

Sinds de jaren zeventig wordt het wielrennen gekenmerkt door een toenemende mondialisering. Een van de gevolgen is de veranderende samenstelling van de wielerploegen: de renners en omkadering komen van steeds meer verschillende landen en spreken bijgevolg andere talen. Deze thesis onderzoekt hoe de Belgische wielerploegen omgaan met deze veranderingen en focust daarbij op hun vertaal- en tolkbehoeften.

Methode:

Om de vertaal- en tolkbehoeften te bestuderen, werd een enquête verstuurd naar de ploegleden van de veertien Belgische professionele wielerploegen. Daarbij stonden de talenkennis en de mening van de respondenten over de vertaal- en tolkbehoeften centraal. Zeventig personen vulden de enquête in.

Resultaten:

Uit deze studie blijkt dat de Belgische wielerploegen geen onoverkomelijke communicatieproblemen ondervinden en dus geen behoefte hebben aan een vertaler of tolk in de ploeg. De respondenten stelden zelf verschillende alternatieven voor: het gebruik van een gemeenschappelijke taal, het organiseren van taalcursussen en de hulp van ploegmaats bij eventuele taal- en communicatieproblemen.