

**ADVANCED GCE UNIT
ENGLISH LANGUAGE**

Exploring, Analysing and Evaluating English

TUESDAY 19 JUNE 2007

2706/RB

Afternoon

Time: 2 hours 15 minutes



* C U P / T 2 4 6 3 8 *

- **The first fifteen minutes are for reading the passages in this reading booklet.**
- During this time you may make any annotations you choose on the passages themselves.
- The questions for this examination are given on a separate sheet.
- **You must not open the question paper, or write anything in your answer booklet, until instructed to do so.**
- The Invigilator will tell you when the fifteen minutes begin and end.
- You will then be allowed to open the question paper.
- You will have **two hours** to work on the tasks.

This document consists of **6** printed pages and **2** blank pages.

Passage A

This is a transcription of part of a conversation in which four car sales people talking about motor trade jargon are joined by Suzanne, who wants to know the meaning of some of the expressions she hears them using.

IAN: a cut and shut is er something thats been stuck together from two other cars
 ALAN: a chopper or
 SUZANNE: stolen
 IAN: yeh (.) no (.) its actually a ringed car
 SUZANNE: a rigged 5
 IAN: two different cars put together to make
 STEVE: a **ringed** car is one which has got the wrong chassis number on it
 ALAN: to make it look like a real car (.) er
 SUZANNE: ok
 SHARON: like one that had been written off or something like that 10
 IAN: yeh eh two have been written off one at the front one at the back theyre stuck together
 SUZANNE: yeh right
 ALAN: er youve got (.) a chopper or a swapper (.) which is yer par exchange er pee ex
 SUZANNE: a chopper or a swapper 15
 IAN: a chopper yeh
 SUZANNE: (*laughs*)
 SHARON: back in bed er you got a deal back in **bed** again
 SUZANNE: back in bed sounds a bit sexual doesnt it
 IAN: youve lost the deal and then you rescue it 20
 SHARON: youve got the deal back in bed
 SUZANNE: back in bed (.) thats nice
 ALAN: but before they get back in bed before you get the deal back in bed
 STEVE: theyre what we call theyre cocked
 SUZANNE: eh 25
 SHARON: yeh
 STEVE: theyre cocked on a deal cocked on a deal
 SHARON: so they look (.) like its fallen through
 IAN: fallen through
 ALAN: yeh 30
 STEVE: theyve cocked and (1) erm (3) youve got a minter
 ALAN: chop
 SUZANNE: a nice car
 IAN: no no an **alan** minter
 SHARON: (*laughs*) 35

STEVE: youve got a chocky (2) you chocky someone up

SHARON: yeh

ALAN: [means finance]

SUZANNE: [what does (.) oh finance]

STEVE: up to the knockers meaning cant afford any more 40

SUZANNE: (*laughs*) ah ha

STEVE: you havent heard **that** one

ALAN: what else have you got (.) you got

IAN: a white flag

SUZANNE: whats that then 45

ALAN: someone who walks in and buys a car without (.) fighting

STEVE: theres also another one

IAN: an **easy** one

ALAN: the smelly armpit brigade

SUZANNE: eh 50

ALAN: the smelly armpit brigade (.) they come in with their arms in the air
(*general laughter*)

ALAN: jus wannin the car

IAN: dippa (.) thas a good one

ALAN: deposit 55

IAN: its a dippa dee aye double pee ay

ALAN: ok next one

TRANSCRIPTION KEY

bold = stressed sound/syllable

[] = speech overlap

(.) = micro-pause

(1) = pause in seconds

(*italics*) = material that is not part of the talk being transcribed, e.g. laughter

Passage B

On October 31st, 1832, Walter Hancock's Second 'Infant' Steam Omnibus took a trip from London to Brighton. The following account is adapted from Alexander Garden's 'Journal of Elemental Locomotion'.

JOURNEY TO BRIGHTON BY MR WALTER HANCOCK'S STEAM-CARRIAGE.

On Wednesday, October 31, this steam-carriage came from Stratford, through the streets of the City, at the different speeds necessary to keep its pace behind or before other carriages, as occasion required, and took up its quarters on Blackfriars-road, to prepare for the day's trial. Accompanied by a scientific friend, a distinguished officer in the navy, we, determined upon criticism, joined Mr. Hancock's friends on the Thursday morning, making eleven passengers in all. 5

We started at a quarter past six o'clock, at the rate of nine miles per hour, until we came to Streatham, where we took in water. Proceeding again at the same speed, we passed Croydon, where we took in coke. In the course of a few miles we found the speed decreasing, without apparent cause. For three or four miles it varied from six to eight miles an hour, until we reached Hooley-lane, where we again took in coke, which had been sent from Croydon. This coke being of a very inferior quality, hard and heavy, was, no doubt, the cause of the falling off in speed. As we approached Red Hill, the coke boxes getting low, the fireman came again to a small quantity of London coke, when the carriage immediately improved its speed, and carried us up the hill (a hill on which all the coaches in such weather require six horses), in fine style, at the average speed of six and seven miles an hour. Soon after, the bane of our journey, an insufficient supply of fuel, caused us to flag, within the sight of our station at Horley. A return post-boy took a message forward, and we were met by a wheelbarrow with a bag of coke, which carried us to the King's Arms. 10 15

Passage C is taken from the Motoring section of the 'Female First' web-site.

Review – VW Beetle convertible

Forget California surf dudes, hippies and German dictators, the New Beetle convertible is about style, class, and performance, with a serious sense of fun.

An extension to the New Beetle family, New Beetle convertible recalls the classic drop top Bug, with the thick folding top and huggable personality.

Top up, the New Beetle convertible mirrors its hardtop cousin's distinctive semicircle shape, which lends the interior a sense of space, uncommon in drop top rides. 5

The top folds down at the touch of a button. The windows lower and the whole roof assembly folds into the rear wheel arches like an overstuffed grocery bag and turns itself into a functional rear spoiler. All this lives up to Volkswagen's claim that the whole process happens in just 13 seconds.

On the road, the New Beetle is well behaved as you'd expect from a car of its class. There's relatively little road noise when the top's up, and what there is is cunningly disguised by a 10 speaker, two sub woofer sound system you can't help but use. 10

Even the squeaks, rattles and shakes that seem to come along for the ride, seemed to have stayed at home with the New Beetle's convertible. Even on the most uneven of surfaces, the New Beetle convertible was reluctant to lose its cool. 15

Like most convertibles, though, the VW Beetle's version is a little heavier than the hard top, but this doesn't seem to affect the car's power too much. While it's no jet car, the VW Beetle will get itself from 0–60 in 11 seconds. A vast improvement on its older brother.

Passage D is from an American auto-repair guide.

DIY: How to Change Your Oil

What you will need:

1. An oil filter wrench
2. An adjustable wrench or a socket wrench
3. Two empty plastic milk cartons, or other empty container
4. A funnel 5
5. Some rags
6. New oil
7. New oil filter
8. A shallow plastic or metal pan that will hold at least 2 gallons (Cat litter pan works well.) 10
9. Wheel blocks
10. Safety glasses
11. A jack and a pair of jack stands or a pair of car ramps
12. Rubber gloves (Optional)

'How often do I need to change my oil?' you ask. Most manufacturers' recommendations are once every 7,500 miles, depending on the car and driving conditions. Most folks change it once every 6,000 miles. Conventional wisdom says that changing more often is better. 15

Personally, I recommend every 3,000 to 3,500 miles to my customers. This is because driving conditions are very rarely 'Ideal' and keeping clean oil in the crankcase is the best way to keep your engine running for a good, long time. 20

Okay, let's put on some old clothes and get to work. Make sure that your car is parked on a level grade, rather than on any sort of hill or inclined driveway. Warm oil drains much easier than cold oil so let your car run for about 10 minutes before you drain the oil. After the engine is nice and warm, jack up the car and place your jack stands under the frame to support the vehicle. Or, if you have car ramps, drive the car onto the ramps. In either case, block the rear wheels to prevent rolling. Set the parking brake and, if you have an automatic transmission, put in Park. 25

NEVER GO UNDER A CAR SUPPORTED BY THE JACK ALONE! SERIOUS INJURY OR DEATH CAN RESULT!

Copyright Acknowledgements:

Passage C Source: Female First website, www.femalefirst.co.uk Reproduced by kind permission of femalefirst.co.uk
Passage D Matthew Wright, *How to Change Your Oil*, source: <http://autorepair.about.com> © Vincent T Cuilla © 2006 About, Inc., A part of The
New York Times Company

Permission to reproduce items where third-party owned material protected by copyright is included has been sought and cleared where possible. Every reasonable effort has been made by the publisher (OCR) to trace copyright holders, but if any items requiring clearance have unwittingly been included, the publisher will be pleased to make amends at the earliest possible opportunity.

OCR is part of the Cambridge Assessment Group. Cambridge Assessment is the brand name of University of Cambridge Local Examinations Syndicate (UCLES),