

General Certificate of Education  
June 2004  
Advanced Subsidiary Examination



**ENGLISH LANGUAGE (SPECIFICATION A)  
Unit 2 Using Language**

**EA2W**

Thursday 20 May 2004 1.30 pm to 4.00 pm

**In addition to this paper you will require:**  
a 12-page answer book.

Time allowed: 2 hours 30 minutes

**Instructions**

- Use blue or black ink or ball-point pen.
- Write the information required on the front of your answer book. The *Examining Body* for this paper is AQA. The *Paper Reference* is EA2W.
- There are **three** Sections:
  - Section A:** Language Analysis
  - Section B:** Language Production
  - Section C:** Commentary on Language Production
- You must answer all four questions.

**Information**

- The maximum mark for this paper is 120.
- Mark allocations are shown in brackets.
- Each question is worth equal marks.
- You will be assessed on your ability to:
  - select and use a form and style of writing appropriate to purpose and complex subject matter; organise relevant information clearly and coherently, using specialist vocabulary where appropriate; ensure text is legible, and spelling, grammar, and punctuation are accurate, so that meaning is clear.

**Advice**

- It is recommended that you spend 30 minutes studying and preparing the source materials for the Language Analysis and Language Production tasks.

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**SECTION A – Language Analysis**

Answer Question 1.

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**1** **Text A**, which you will find on page 3, is from the introduction to a book called *Travellers' France*.

- Comment linguistically on the significant features of the text.
- Explain how these language features contribute to the text's meanings.

In your answer you should consider:

- vocabulary and meanings
- the effects of grammatical features including sentence functions, types and structures
- how attitudes and opinions are communicated
- how the language is used to inform and entertain the audience.

(30 marks)

**Text A**

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**SECTION B – Language Production**

Answer Questions 2 and 3.

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- 2 You have been asked to write a feature article for the *Travel* section of *The Sunday Times* on the topic of touring Brittany by car. Your brief is to write on the pleasures and pains of motoring in Brittany. Your piece should be entertaining and informative and about 350 words long.

In your answer you should draw on the ideas contained in **Texts B** and **C** which you will find on pages 5, 6, 7, 8, 9 and 10. You will need to select appropriate ideas and adapt the way they are expressed to suit the needs of your audience.

(30 marks)

- 3 Write a letter to go into a hotel welcome pack for English-speaking visitors to Brittany. The letter should promote the region. You should draw on ideas from **Texts B** and **C**. Your letter should be about 250 words long. Give brief indications of design features.

(30 marks)

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**SECTION C – Commentary on Language Production**

Answer Question 4.

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- 4 Explain the linguistic devices you have used to make your feature article and letter suitable for your purposes. Use examples from your texts to illustrate your points and provide reasons for your linguistic choices.

(30 marks)

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## Texts B and C for use in Section B – Language Production

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**Text B** is from *Assistance In Europe*, an AA guide.

**Text C** is made up of a map and three extracts from *Brittany*, a Lonely Planet guide book.

### Text B

#### *Motoring abroad do's and don'ts*

**DO** contact your motor insurer before taking a vehicle out of the UK. It is important that you are adequately covered to your and their satisfaction and have the necessary documents to prove it.

**DO** display the appropriate national identification letters on your vehicle and any caravan or trailer you are towing. The approved pattern is oval with black letters on a white background and size (eg GB) at least 175mm by 115mm. UK registration plates displaying the GB Euro symbol (Euro Plates) became a legal option from 21 March 2001, but they must comply with the new British Standard (BS AU 145d). These plates make display of a conventional sticker unnecessary when circulating within the EU. The Euro Plate is only legally recognised in the EU; it is still a requirement to display a GB sticker when travelling outside the EU.

**DO** check your tyres carefully – including the spare. The legal minimum tread depth in most countries is 1.6mm over the central three-quarters around the whole circumference. However, the AA strongly advises against using tyres with 2mm or less of tread, ideally changing any tyres worn down to 3mm before you go. Tyres wear out quickly when down to 3mm and wet road grip is markedly reduced.

**DO** remember that children under 12 and/or 1.5 metres in height are not permitted to travel as front seat passengers in some countries and in others may only do so when

using an approved restraint system-check. However, never fit a rearward facing child restraint in a seat with a frontal airbag.

**DO** familiarise yourself with the telephone system of the country you are travelling in. In some countries, public callboxes may only be operated with locally purchased phonecards. If you are taking a mobile phone, check with your service provider that you can use it abroad. And remember, the use of hand-held mobile phones whilst driving is forbidden in many countries.

**DO** drive on the right and overtake on the left – except when travelling in Cyprus, Malta and the Republic of Ireland.

**DON'T** overload your vehicle as, apart from safety risks and on-the-spot fines, this could invalidate your insurance.

**DON'T** cross a solid white line to change lanes or to overtake – the result could be an on-the-spot fine, up to EUR 375 in France.

**DON'T** forget that leaded petrol is no longer generally available in northern European countries and lead replacement petrol (LRP) is getting more difficult to find.

**DON'T** forget, although credit cards are accepted at most petrol stations, British cards have magnetic strips not computer chips and some French retailers may refuse to accept them. Check with your card issuer if you are concerned about this.

*Source: Assistance In Europe, © The Automobile Association Limited 2003*

Turn over ►

## Text C

## Introduction

Brittany stands slightly aloof from the rest of France, set apart by its Celtic roots and a stubborn independent streak. Even on the map it seems to want to break away – a granite prow yearning westwards into the Atlantic, reaching towards Canada, the Caribbean and Cape Horn (all places explored in centuries past by Breton seafarers).

Much of the region's charm lies in its Celtic culture and in its intimate relationship with the sea. Brittany's intricately fretted shoreline – mirrored in the Gothic tracery of its cathedrals and the delicate patterns of its traditional lace head-dresses – possesses some of France's finest coastal scenery, while its festivals of traditional music and culture are among the liveliest and most colourful in Europe.

Although for centuries the ocean has been a hard taskmaster for Breton sailors, for today's visitor it is both playground and larder. Brittany can boast dozens of classic seaside resorts such as Dinard, Bénodet and La Baule, and offers some of the best yachting, windsurfing, sea-kayaking and coastal hiking in France. And when it's time to eat, the harvest of the sea – from mussels and oysters to lobster and sea bass – is on the menu. Washed down, of course, with a crisp Muscadet from the vineyards of Nantes.

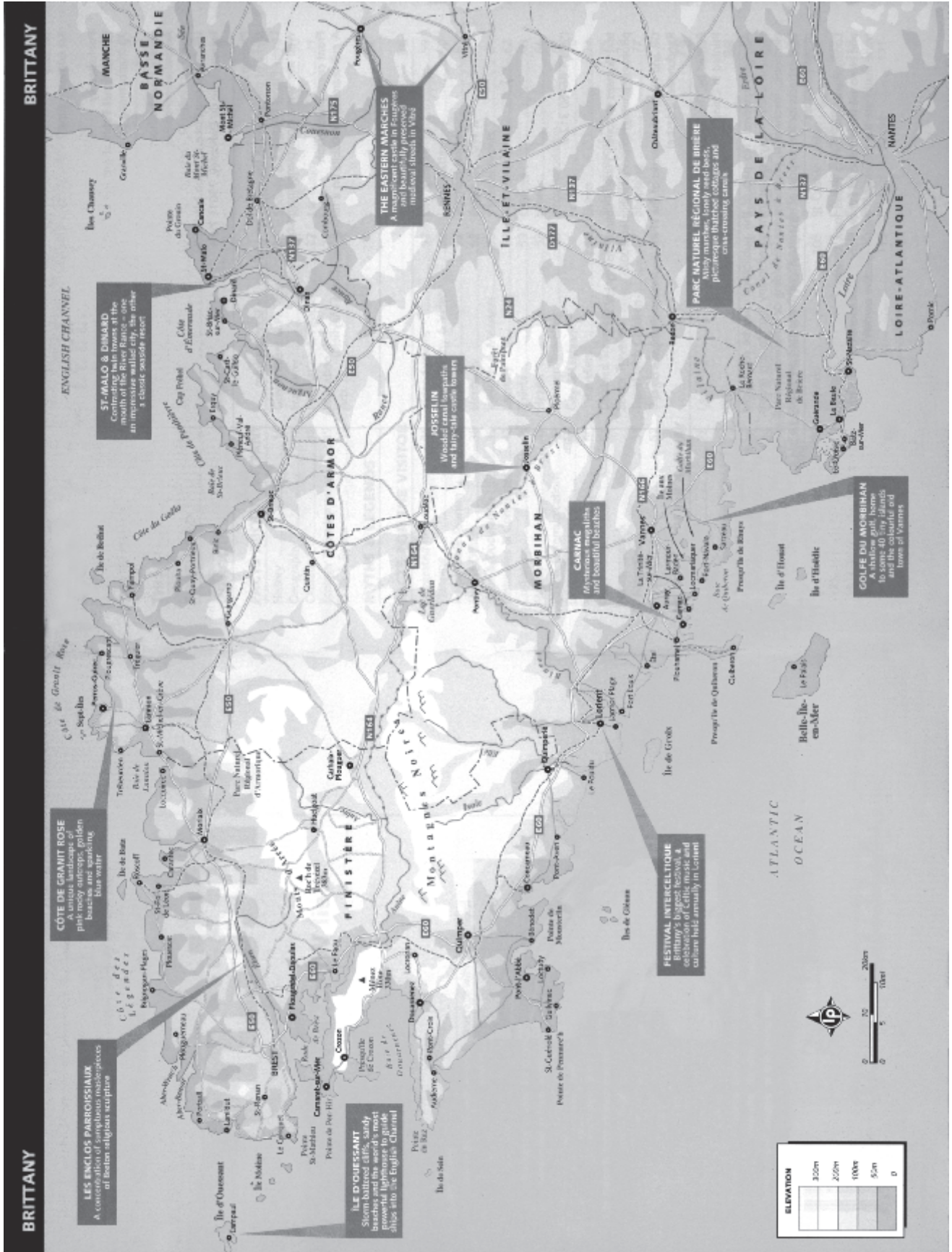
The Celtic culture that was planted in Brittany 1500 years ago put down strong roots, and neither union with France nor Revolution has been able to tear them up. Bretons do not cling to their past but cradle it, care for it, cherish it. It is there in the serried megaliths of Carnac, in the stone calvaries of Finistère, in the upholding of the ancient traditions of *pardons* (religious ceremonies). You can see it in the old wooden sailing boats, redolent of tar and turpentine, straining at their moorings in Breton harbours, and hear it in Breton music in the strident wail of the *biniou* and *bombarde*.

It is a past leavened with the spice of myth and legend. Breton poet Xavier Grall described it as '*... une province métaphysique: l'au-delà impraigne les brumes d'Ouessant et cogne dans les gouffres de la Pointe du Raz*' ('... a province of the supernatural: the otherworld permeates the mists of Ouessant and rattles in the rocky chasms of the Pointe du Raz'). The region abounds with tales of *korrigans* (goblins) and fairies; of lost, sunken cities; and of Ankou (Death) prowling darkened villages in his creaking, wooden cart.

Brittany may show a French face to the world but it possesses a Celtic soul.







Turn over ▶

## Highlights

There are enough attractions in Brittany to keep you coming back year after year, but the following places and activities stand out:

### Art & Architecture

- Mont St-Michel at high tide
- The medieval city of Dinan
- Cathédrale St-Tugdual in Tréguier
- The *enclos paroissiaux* (parish enclosures) of North Finistère
- Cathédrale St-Corentin in Quimper
- Église Ste-Croix in Quimperlé
- The old towns of Vannes and Vitré

### Cultural Events

- Grand Tromeie at Locronan
- Festival Interceltique in Lorient
- Fête des Vieux Gréments at Douarnenez
- The *criée* (fish auction) at any Breton port
- Any *festoù-noz* (night festivals)

### Activities

- Hiking the coastal trail on the Côte de Granit Rose

- Sea-kayaking around the Île de Bréhat
- Cruising the Nantes-Brest Canal from Pontivy to Redon
- Kite-surfing at Penthièvre near Quiberon
- Punting through the reed beds in the Parc Naturel Régional de Brière
- Yachting anywhere on the coast

### Scenery

- Île de Bréhat
- Côte de Granit Rose
- The woods around Huelgoat
- Pointe du Raz at sunset with the tide flowing strongly
- The Aven estuary downstream of Pont-Aven
- The Côte Sauvage on Belle-Île-en-Mer

### Classic Seaside Resorts

- Dinard
- Ploumanac'h
- Audierne
- Bénodet
- Quiberon
- La Baule

## CAR & MOTORCYCLE

Having your own wheels gives you exceptional freedom and the ability to explore lovely, out-of-the-way places within Brittany's interior. Many small villages, lakes, chateaux, forests and regional parks are totally inaccessible by public transport.

Motorcyclists will find Brittany great for touring, with winding roads of good quality and lots of stunning scenery. Just make sure your wet-weather gear is up to scratch before you set off.

There are four types of intercity roads:

**autoroutes** – these multi-lane divided motorways/highways, usually requiring the payment of tolls, have alphanumeric designations which begin with A. Marked by blue signs depicting a divided highway receding into the distance, they often have lovely *aires de repos* (rest areas), some with restaurants and pricey petrol stations.

**routes nationales** – these are main highways, some of them divided for short stretches, whose designations begin with N (or, on older maps and signs, RN).

**routes départementales** – these are local roads whose names begin with D.

**routes communales** – these are minor rural roads whose names sometimes begin with C or V.

## Road Rules

All drivers must carry at all times a national ID card or passport; a valid driving licence (*permis de conduire*; many foreign licences can be used in France for up to a year); car ownership papers, known as a *carte grise* (grey card); and proof of third-party (liability) insurance, known as a *carte verte* (green card). Never leave car ownership or insurance papers in your vehicle.

A right-hand drive vehicle brought to France from the UK or Ireland must have deflectors affixed to the headlights to avoid dazzling oncoming traffic. A motor vehicle entering a foreign country must display a sticker identifying its country of registration. In the UK, information on driving in France is available from the RAC (☎ 0906 470 1740, [www.rac.co.uk](http://www.rac.co.uk)) and the AA (☎ 0870 600 0376, [www.theaa.com](http://www.theaa.com)).

Unless otherwise indicated, a speed limit of 50km/h applies in *all* areas designated as built-up, no matter how rural they may appear. On intercity roads, you must slow to 50km/h the moment you pass a white sign with red borders on which a place name is written. This limit remains in force



## Road Distance (km)

Brest	---							
Lorient	135	---						
Morlaix	58	123	---					
Nantes	299	167	292	---				
Quimper	73	70	84	234	---			
St-Brieuc	145	122	91	204	129	---		
St-Malo	233	193	178	178	215	90	---	
Vannes	187	59	169	110	121	115	150	---
	Brest	Lorient	Morlaix	Nantes	Quimper	St-Brieuc	St-Malo	Vannes

until you arrive at the other edge of town, where you'll pass an identical sign that has a red diagonal bar across the name.

Outside built-up areas, speed limits are:

- 90km/h (80km/h if it's raining) on undivided N and D highways
- 110km/h (100km/h if it's raining) on dual carriageways (divided highways) or short sections of highway with a divider strip
- 130km/h (110km/h in the rain, 60km/h in icy conditions) on autoroutes

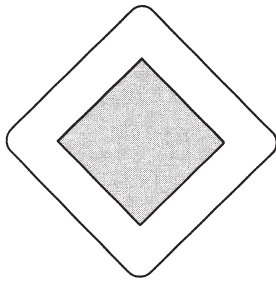
Speed limits are generally not posted unless they deviate from those mentioned above. If you drive at the speed limit, expect to have lots of cars coming to within a few metres of your rear bumper, flashing their lights and then overtaking at the first opportunity.

For overseas visitors, the most confusing – and dangerous – traffic law in France is the notorious *priorité à droite* (priority to the right) rule, under which any car entering an intersection (including a T-junction) from a road on your right has right-of-way. At most larger *rond points* (roundabouts

or traffic circles) – French road engineers *love* roundabouts – *priorité à droite* has been suspended so that the cars already on the roundabout (ie, coming from your left) have right of way. Watch out for signs reading either '*vous n'avez pas la priorité*' (you do not have right of way) or '*cédez le passage*' (give way) and yield signs showing a circle made out of three curved arrows.

*Priorité à droite* is also suspended on main roads, which are marked by an up-ended yellow square with a white border (see the illustration on the next page). On main roads, these signs appear every few kilometres and just before intersections. *Priorité à droite* is reinstated when you see the same sign with a black diagonal bar through it.

French law is very tough on drunk drivers. To find drivers whose blood-alcohol concentration (BAC) is over 0.05% (0.5 grams per litre of blood) – the equivalent of two glasses of wine for a 75kg adult – the police sometimes conduct random breathalyser tests. Fines start at €150; you can also be arrested on the spot.



Priorité à droite suspended

### Costs

Tolls are charged for travel on almost all autoroutes (except around major cities) and many bridges. On autoroutes, you're essentially paying for the right to drive faster and thus save time – and to bolster the profit margins of the private companies that built and maintain the infrastructure. There are tolls on the autoroutes between Paris and Rennes and Nantes but there are no toll roads in Brittany itself.

### Dangers & Annoyances

If your car is *en panne* (broken down), you'll have to find a garage that handles your *marque* (make of car). There are Peugeot, Renault and Citroën garages all over the place but if you have a non-French car you may have trouble finding someone to service it in more remote areas. Michelin's *Guide Rouge* lists garages at the end of each entry.

Note that service stations in many towns and villages are closed on Sunday. The local tourist office should be able to direct you to a service station that's open during off-hours, but you'll have to pay by credit card.

Try not to be on the roads when the French are undertaking their massive seasonal migration from home to holiday spot. On the first and last weekends of August and also on August 15, roads can be completely clogged. Tune into 107.7 MHz FM, which gives traffic reports in English every 30 minutes during the summer.

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**END OF TEXTS**

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