



ENGLISH C1

Reading Comprehension

TIME: 70 minutes

INSTRUCTIONS TO CANDIDATES

There are **4 tasks** in this part of the test.

You must complete **all** the tasks.

You must write your answers in the space provided 'Answers'.

Questions 1 to 18 are worth 1 point each. Questions 19 to 24 are worth 2 points each.



Task 1:

You are going to read four texts (A-D) about the origins of different cheeses.

- **Decide which text each item (1-6) refers to.**
- **Write the letter of the text in the space marked “Answers”.**
- **There is an example at the beginning (0).**

Cheese:

Cheese is made from fermented milk and its origins pre-date historical records. It has long been one of the world's most popular food products. This is the history of four of them.

A. Cheddar:

Cheddar cheese is perhaps the most consumed cheese throughout the world. Originating from Somerset in England, it is now manufactured in virtually every continent because it was never registered under any official legislature. Joseph Harding is credited with standardising the process in 1864 and earning the moniker ‘father of Cheddar cheese.’ Its name itself comes from the Cheddar gorge caves where it was stored in optimum conditions during the maturing process though nowadays, a local tourist attraction, *Wookey Hole* caves, is used for one of its more popular and expensive varieties. For a long period Cheddar cheese was not made in the town of Cheddar and only recently has the creation of the cheese returned to its hometown. Mentioned by Daniel Defoe, the author of ‘*Robinson Crusoe*’, in his travelogue, ‘*A tour of the islands and Great Britain*,’ Cheddar cheese has had a lasting popularity.

B. Edam:

Classified as semi-hard cheese, most of the Edam cheese sold today contains generally less fat than other cheeses, which leads it have a softer consistency. This is due to the fact that semi-skimmed milk is used in its manufacture though this has not always been the case. Between the 14th and 18th centuries the variety of local cheese was the most popular in the world although this is undoubtedly in part due to its easily-identifiable red-rind packaging. Made from paraffin wax this outer coat meant that the cheese did not spoil on long journeys. Its shape also gave rise to the legend that it was also used as ammunition for cannons though recent experiments suggest it would have been less than effective as it failed to rip sail material, even from close range. The fame of the cheese has led it to be referenced many times in popular culture, perhaps most famously in the 1930s on the silver screen ‘*All quiet on the Western front*,’ a brainchild penned by Erich Maria Remarque where the red outer casing is thought by the delusional main character to be a sign of impending death.

C. Feta:

Hailing from Greece, Feta cheese is made with sheep’s milk sometimes mixed with goat’s milk but to retain the name under EU law it must be primarily made up of the former and produced on mainland Greece or one of its islands. The cheese has a salty flavour as it is soaked in brine and similarly-made cheeses are generally referred to as white cheeses. The Greeks are the world’s biggest consumers of cheese while it is perhaps going too far to say that they invented cheese, they are certainly the first to reference it in any form of literature. Their mythology tells of Apollo’s son Aristaios, who taught them the art of cheese-making and it is also mentioned in the writings of Aristoteles and Pythagoras. Feta is also described in Homer’s collection of epic narrative verse, though it would have to wait centuries before it acquired the name. The soft, white cheese that is used to garnish what we call Greek salad today existed before it was finally named in the 17th century from the Greek for the word “slice.” This is certainly a versatile cheese which can be grilled, served with olives or used as one of primary ingredients of the Filo pastry dish, *spanakopita*, a type of spinach pie.



D. Camembert:

In 1790 the French government passed a law forcing Catholic priests to swear an allegiance to their constitution. Many refused and one such priest, called Bonvoust, fled from the region of Brie to Camembert, Normandy. There he met Marie Harel and went into hiding in her farmstead. By way of thanks, Bonvoust passed on the secrets of Brie cheese-making to her and the following year, Harel began her own variant cheese which became known as Camembert. Well, that's how the story went, at least until 2003 when social historian Pierre Boisard seemingly debunked it in his book '*Camembert: a national myth.*' He suggested that the story proliferated due to a combination of local pride and clever marketing. The outer white surface is made using a watered-down fungal mould which coats the cheese. No-one knew exactly what it was until a microbiologist from Illinois, Charles Thom, identified what he called *Penicillium Camemberti* in 1907. This directly led to Alexander Fleming's famous discovery in 1929, penicillin. Such was the popularity of cheese that it even got a mention in the lyrics of the self-penned Cole Porter song, "You're the Top," which playwright P.G. Wodehouse adapted on the British version.

Original text

According to the text, which cheese:

Answers:

was procured by a head of state

(0) **A**

Is mentioned in a work of fiction

1. _____ and 2. _____

spawned an improbable discovery

3. _____

has packaging which is part of its charm

4. _____

was probably not efficient for an alleged use

5. _____

owes its success to the resourcefulness of its local people

6. _____



Task 2:

You are going to read a newspaper article about bicycle lanes in Seville, Spain.

- For questions (7-12) write the answer (A, B, C or D) which you think fits best according to the text.
- Write your answer on the space provided.
- There is an example (0) at the beginning.

How Seville transformed itself into the cycling capital of southern Europe

Spain remains far from a paradise for bikes – yet cycling has increased 11-fold in Seville in the space of a few years. Is this proof that any city can get lots of people riding by building an ambitious network of connected, segregated bike lanes?

Manuel Calvo bumps his bike along the last few metres of a cobbled street in Seville's old town, then through a narrow passage and on to a ring road encircling the district. Several lanes of cars and buses are zipping past, but Calvo pays no heed – we are on a bike lane, separated from motor traffic by a raised kerb and a waist-high fence.

“Here we are,” says Calvo, pedalling along the network he played a key role in designing. “I'd do a few things differently next time. But they work. People use them.”

And people do, in large numbers. They do so to such an extent that Seville, in the south of Spain, has become something of an unlikely **poster city** for sustainable transport. It is, proponents say, living proof that any urban area can get lots of people on the bikes by the relatively straightforward means of building enough connected, safe lanes on which they can ride.

Unlike the Netherlands and Denmark, the usual European exemplars of mass cycling, Spain remains far from a paradise for the two-wheeled. According to EU statistics a mere 1.6% of Spaniards nominate the bike as their main mode of transport, even less than in the UK.

For many years Seville had only about 0.5% of journeys made by bike, with roads choked by four rush hours a day, due to *siestas*.

A small group of cycle campaigners spent years vainly pushing for change, among them Ricardo Marques Sillero, who recalls first arguing for bike lanes in 1992.

His campaign eventually gained support from the United Left (IU), a political alliance led by the Communist party. In 2003 elections the IU won enough council seats to jointly govern with the Socialists, and managed to get the cycling plans in the coalition agreement.

Empowered by the new administration, Seville's head of urban planning, José Garcia Cebrián, himself a long-time cyclist, set to work. He hired Calvo, who describes himself as a sustainable mobility consultant, to design an ambitious network of completely segregated lanes, a full 80km of which would be completed in one go.

Segregation – separating bikes by a physical barrier like a raised kerb or fence – is something of a holy grail for campaigners, who argue it makes cycling accessible to people of all ages, allowing them to go at slow speeds in everyday clothes. This is in contrast to the scene in most UK cities, where mainly young, male riders speed alongside motor traffic dressed in helmets and luminous jackets.



“In Spain there’s been a lot of planning about cycling, but then the plans get put into a drawer,” Cebrián says. “So there was no opposition during the planning process, as everyone thought the same thing would happen. The opposition only started when the infrastructure was being built, and by then there was no way back.”

Cebrián says he was always confident the lanes would be well used: “I’d spent many years riding round the city and looking at it with a cyclist’s eye.

“As soon as the building work was being finished and the fences were removed the cyclists just came. The head of the building team, who’d been very sceptical about the process, called me and said, ‘Where have all those cyclists come from?’ That’s when I knew for sure it was going to work.”

Unlike London’s much criticised “cycle superhighways” – where riders are protected by little more than blue paint – Seville’s cyclists enjoy a kerb and a fence. Much of the space, Calvo says, was actually taken from bus or parking lanes but the kerb was raised to pavement level to offer more protection. He adds: “This also made it harder to give the space back to cars if a new government changed their minds.”

With this has come notably lower pollution levels and a more human-friendly environment. The lanes are also designed for wheelchair users. “We suddenly made a lot of the city easily accessible,” Calvo says with pride.

A tour around the network reveals fewer cyclists than normal, mainly due to what is, for local standards, something of a cold snap (it is sunny and 11°C, a temperature at which Sevillians seemingly require down jackets, thick gloves and hats).

But plenty of cyclists are out and what is noticeable to a British eye is both their variety and the ordinariness. The variety comes from the riders themselves – a seemingly equal gender split, with ages going from children to people well into their 70s.

The ordinariness comes in their approach. These are not the UK-style traffic-battling gladiators. Seville’s cyclists mainly ride upright old clunkers and wear everyday clothes. Helmets are almost never seen, even among under-16s, despite a new, if loosely enforced, Spanish law compelling this group to wear them.

The overall sense is of cycling not as a pursuit, or a sport but, in the Dutch style, an engrained everyday activity, little more than a more efficient means of walking.

Adapted from an article by Peter Walker in *The Guardian* copyright The Guardian News Media, Ltd.

0. The introduction says that

- A. It took eleven years to build the bike lanes.**
- B. Bikes can be rented at eleven places throughout the city.**
- C. There are eleven kilometres of bike lanes in the city.**
- D. Eleven times as many people now use the bike lanes.**

Answer: _____ D _____

7. What does poster city mean in the fourth paragraph?

- A. It is used as publicity for this type of urban transport in other places.**
- B. It is an example to follow of how to create bike lanes.**
- C. It is a complete surprise that this kind of transport works.**
- D. It is the proper size city for this style of urban connections.**

Answer: _____



ID NUMBER: _____

8. How had bike riding and traffic in Seville differed from the rest of Europe?

- A. Spain's timetable presented problems that other countries didn't have.
- B. Bike-use was growing faster in Seville than in Northern Europe.
- C. Spaniards used the bike lanes at different times of the day.
- D. Tradition impeded more Spaniards from using the bike lanes.

Answer: _____

9. What is true about segregated bike lanes in Seville?

- A. It was impossible for them to be completed simultaneously.
- B. They would allow for a wider variety of users.
- C. It was the best way to distinguish them from other European cities.
- D. They were done at the insistence of the local council.

Answer: _____

10. Why was García Cebrián confident of the bike lane's success?

- A. Because the construction workers shared his enthusiasm.
- B. Because they were being used prior to termination.
- C. Because the lead builder assured him of it.
- D. Because they were planned as a cyclist would plan them.

Answer: _____

11. From Calvo's description of the bike lanes it's clear that

- A. it is imperative to give street space back to car traffic.
- B. Seville's lanes are far superior to other European bike lanes.
- C. political changes might have reversed the situation.
- D. Seville's cyclists are now too close to other vehicles.

Answer: _____

12. What does the author say about the weather in Seville?

- A. He doesn't think the cold is as extreme as the natives do.
- B. Only a certain age group use the bikes when the weather is cold.
- C. There aren't as many cyclists this year due to the severe cold.
- D. Spanish weather boosts the use of the bike lanes.

Answer: _____



Task 3:

You are going to read a newspaper article about Pluto.

- Six sections have been removed from the article.
- Choose from the sections (A-H) the one that fits each gap (13-18).
- There is one extra section which you do not need to use.
- There is an example at the beginning (0).

Pluto: *New Horizons* probe makes contact with Earth

Drama as first contact with probe after its Pluto flyby is made, meaning vast amounts of data from mission can be transmitted

Nasa's *New Horizons* spacecraft has made contact with Earth, confirming its successful flypast of Pluto, after a journey to the far reaches of the solar system that has taken nine-and-a-half years and 3 billion miles (4.88bn km).

At precisely 8.52.37pm Eastern US time, the probe "phoned home" to mission control in Maryland, 13 hours after it flew within 7,750 miles (12,472km) of Pluto.

___ 0 ___

The successful mission means humans have now reached all nine planets of our solar system. Although Pluto was reclassified as a dwarf planet in 2006, Charles Bolden, Nasa's chief administrator, said he hoped that decision would be reconsidered.

The *New Horizons* spacecraft had passed by Pluto and its five moons at 7.49am EDT on Tuesday. It spent the following eight hours continuing to collect data and images from the last major unexplored body in our solar system, before sending out its signal home.

___ 13 ___

Alice Bowman, the mission operations manager, said no errors or problems with the probe had been recorded: "We have a healthy spacecraft. We've recorded data of Pluto's system and we're outbound from Pluto ... Just like we practised, just like we planned it. We did it."

With 99% of the data gathered during the encounter still on the spaceship, *New Horizons'* survival was critical to the mission.

___ 14 ___

"This is truly a hallmark in human history," said John Grunsfeld, Nasa's associate administrator for science.

US president Barack Obama tweeted in praise of the mission, calling it "a great day for discovery and American leadership".

___ 15 ___

But from early Wednesday morning US time (5.50am ET/10.50am BST/7.50pm AEST), scientific data will begin to be transferred to mission control. This will bring fresh images of Pluto as well as a wealth of information on the planet, as well as the moon Charon and its other satellites.

___ 16 ___



Already, the images and measurements relayed from New Horizons have changed scientists' understanding of Pluto, which is smaller than Earth's moon.

Once considered an icy, dead world, the planetoid has yielded signs of geological activity, with evidence of past and possibly present-day tectonics, or movements of its crust.

___17___

"Now the solar system will be further opened up to us, revealing the secrets of distant Pluto," British cosmologist Stephen Hawking said in a message broadcast on Nasa TV.

___18___

It will take about 16 months for New Horizons to transmit back all the thousands of images and measurements taken during its pass by Pluto. By then, the spacecraft will have travelled even deeper into the Kuiper Belt, heading for a possible follow-on mission to one of Pluto's cousins.

Reuters contributed to this report

Adapted from an article by Claire Phipps in *The Guardian*, Guardian News and Media, Ltd.

A. Since contact was re-established, so far only engineering data has been downloaded.

B. "This is clearly a world where both geology and atmosphere climatology play a role," said Alan Stern, New Horizons' lead scientist, with the Southwest Research Institute in Boulder, Colorado. He noted that it appears that nitrogen and methane snow fall on Pluto.

C. Scientists greeted the news of its safe passage with cheers and tears, calling it a historic day for space exploration.

D. These will be unveiled at a press conference later on Wednesday.

E. Up to now little reliable information had been recorded about Pluto, leading researches to dedicate fewer resources to its study.

F. Bowman said she had had concerns before the signal was received. "You have a lot of faith in your children, but sometimes they don't do exactly what you want them to do ... so you worry. But our spacecraft did exactly what it was supposed to do and the signal was there."

G. The contact with flight controllers at the Johns Hopkins University applied physics lab in Maryland, some four-and-a-half hours later, sparked a wave of shouts and applause from the crowd gathered to watch the historic moment unfold.

H. "We explore because we are human and we want to know. I hope that Pluto will help us on that journey," he said.



Answers:

0. _____ C _____

16. _____

13. _____

17. _____

14. _____

18. _____

15. _____

Task 4:

You are going to read an article about maiden names.

- Answer the questions 19-24 based on the information in the article.
- You must use original wording in your answer.
- There is an example (0) at the beginning.

Death of the maiden name

In amid the skull-crushing tedium of a mortgage application, it occurred to me that there was something the bank manager hadn't once asked

I opened my first bank account in 1981. It was a *NatWest* child's savings account, the kind that rewarded its customers with an ugly porcelain pig every time they hit a savings goal. I deposited a pound that my grandad had given me – a whole pound! I felt like a millionaire – and when I was 18, I graduated to the adult version of the account.

Since then, I have had many bank and building society accounts, and the security drill has always been the same: date of birth, proof of address, national insurance or, in the US, social security number and, for identity purposes, mother's maiden name. And so I was curious this week to note that one of these questions has been dropped.

Now and then, a neutral indicator comes along to confirm an aspect of social change one has latterly only intuited. Without looking at the data, most of us have a sense that as many people get divorced as stay married these days and that single parenthood is on the rise. Clearly, fewer women take their husband's surname than used to.

The extent to which these changes have rolled out from progressives to the population at large can be measured in tiny, real-world adjustments of the kind I stumbled across this week while applying for a mortgage. US mortgages are an onerous affair, requiring endless reams of paperwork and last-minute applications for credit cards to boost one's credit score. (The US credit rating system is a Kafkaesque nightmare wherein, for example, the very act of having your credit checked negatively affects your credit. You could potentially run yourself into the ground just by applying to enough agencies for credit, without ever spending a dime.)

In the course of all this I have been required to open new accounts and reset the security on old ones, and no one has asked for my mother's maiden name. The question was either bypassed altogether, in favour of "the street where you grew up", or those questions I avoid since the replies are so variable, such as what's your favourite colour, or name your best friend (instant regression to school-age dithering: is it X or is it Y? Depends on how I'm feeling).



Twice I was asked for my “maternal grandmother’s maiden name”, which makes sense generationally, but gave me pause. When my own children are 18, the entire concept of maiden names may well be a relic.

Adapted from an article by Emma Brockes in *The Guardian*, Guardian News & Media, Ltd.

(0) How does author Emma Brockes describe the mortgage-application process? _____ ***SHE SAYS IT IS EXTREMELY TEDIOUS/ BORING*** _____.

19. What does the author say happened every time a child saved a certain amount of money?

_____.

20. Why were clients traditionally asked for their mothers’ maiden names?

_____.

21. Why are people no longer being asked their mothers’ maiden names?

_____.

22. Why does the American credit check system seem illogical to Emma Brockes?

_____.

23. Why doesn’t Emma like the new security questions being asked?

_____.

24. What does Emma think will happen to maiden names in the future?

_____.