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**English A: language and literature – Higher level – Paper 1**  
**Anglais A : langue et littérature – Niveau supérieur – Épreuve 1**  
**Inglés A: lengua y literatura – Nivel superior – Prueba 1**

Thursday 16 May 2019 (afternoon)  
Jeudi 16 mai 2019 (après-midi)  
Jueves 16 de mayo de 2019 (tarde)

2 hours / 2 heures / 2 horas

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**Instructions to candidates**

- Do not open this examination paper until instructed to do so.
- Question 1 consists of two texts for comparative analysis.
- Question 2 consists of two texts for comparative analysis.
- Choose either question 1 or question 2. Write one comparative textual analysis.
- The maximum mark for this examination paper is **[20 marks]**.

**Instructions destinées aux candidats**

- N'ouvrez pas cette épreuve avant d'y être autorisé(e).
- La question 1 comporte deux textes pour l'analyse comparative.
- La question 2 comporte deux textes pour l'analyse comparative.
- Choisissez soit la question 1, soit la question 2. Rédigez une analyse comparative de textes.
- Le nombre maximum de points pour cette épreuve d'examen est de **[20 points]**.

**Instrucciones para los alumnos**

- No abra esta prueba hasta que se lo autoricen.
- En la pregunta 1 hay dos textos para el análisis comparativo.
- En la pregunta 2 hay dos textos para el análisis comparativo.
- Elija la pregunta 1 o la pregunta 2. Escriba un análisis comparativo de los textos.
- La puntuación máxima para esta prueba de examen es **[20 puntos]**.

Choose either question 1 or question 2.

1. Analyse, compare and contrast the following two texts. Include comments on the similarities and differences between the texts and the significance of context, audience, purpose and formal and stylistic features.

### Text A

The screenshot shows the Guardian website interface. The main headline is "Justin Gatlin gatecrashes¹ Usain Bolt's London 2017 farewell party in 100m". Below the headline are two bullet points: "● Gatlin wins world championship gold for USA in 9.92 sec" and "● Christian Coleman takes silver and Bolt has to settle for bronze". A video player is embedded in the article, showing a 1:26 clip of the 100m final race. The video player has a play button and a progress bar.

As a full moon rose over the London Stadium, athletics' greatest pantomime<sup>2</sup> villain, [Justin Gatlin](#), sank his teeth into the carefully laid plans for Usain Bolt's retirement party. And then, in the last desperate steps of a compelling world championships 100m final, brutally ripped them apart. The 35-year-old American, who was banned twice early in his career for doping offences, is not necessarily the champion the sport wants. But given its problems, it is one that many will feel it deserves.

When it flashed on the scoreboard that Gatlin had taken gold in 9.92 sec – 0.02 clear of the young American Christian Coleman, who took silver, and Bolt who claimed bronze a further 0.01 sec behind – most of the 56,000 crowd in the stadium went silent before they collectively booed in disgust. A couple of years ago, Gatlin described himself as “the Batman of the track – a vigilante”. But few in the London Stadium were celebrating the rising again of this self-styled Dark Knight.

It was, staggeringly, the US sprinter's first world title since 2005. It has been a topsy-turvy journey since then – which included a four-year doping ban in 2006, which he claimed came from a massage therapist rubbing testosterone cream on his legs without his knowledge. Everyone thought Gatlin, a 25-1 underdog going into the final, was too old and too slow.

Instead the Jamaican’s main challenge was supposed to come from the 21-year-old Coleman, who gave up his dreams of playing American football to move to track and field. Yet somehow Gatlin found a way to roll back the years – however much it displeased the crowd.

20 Bolt’s reaction to his defeat, his first in a major final since 2011 when he false-started in the 100m in Daegu, showed the immense class of the man. Immediately he went to hug Gatlin, who bowed to him, to congratulate him on his performance. Then he also lavished praise on the crowd. “London, I really appreciate the support you gave me. I’m just sorry I couldn’t deliver as I wanted. It is one of those things.”

25 And despite suffering the most painful defeat of the year, he turned the atmosphere from a morgue to a party by performing his traditional lap of honour and posing for selfies as if he had just claimed his 12th world title.

30 Afterwards Bolt was left ruing<sup>3</sup> his shocking start, which left him two metres behind Coleman and a stride behind Gatlin after only 30 metres – and ultimately with too much to do. The way he rises from the blocks has never been much better than adequate, even at his peak. But in London it has resembled a hospital patient getting out of bed following back surgery. “My start is killing me,” he admitted. “Normally I get better through the rounds but it didn’t. This is the first time in a major championship it hasn’t come together. And that’s what killed me. It was the reason I lost.”

35 Two years ago, at the world championships in Beijing, Bolt and Gatlin had gone head to head in an epic showdown. With 20m to go the two men were locked together in a desperate tango, stretching and straining for the line. But then Gatlin over-reached, stumbled and, in a flash of 50,000 camera-phones and a whoosh of cheers, Bolt had him – just.

40 This time Gatlin kept his composure. After 70 metres it looked like Coleman, who made a superb start in lane five, was going to claim his first gold medal. But with the hot breath of Bolt on his shoulder, he began to tie up, allowing his compatriot in lane eight to pounce.

No wonder the crowd were stunned. After all, Bolt’s record since he blitzed and charmed his way into the public’s consciousness at the Beijing Olympics, when he obliterated the 100m and 200m world records, has been staggering.

45 Before Saturday night’s semi-finals and final Bolt had run 142 races since the start of 2008 – and won all but seven of them.

50 Yet throughout 2017 there had been the nagging feeling that he was uniquely vulnerable. He had missed three weeks of the season after his close friend Germaine Mason was killed in a road accident. His back had troubled him. His 100m times were no longer immortal. The door was open for someone to take him. The question was, could anyone step up?

It was Bolt’s first defeat for more than four years, since being beaten by Gatlin in Rome in June 2013. With no other athlete breaking 10 seconds, the final looked set to be an immediate rematch between the sport’s greatest sprinter and showman and the young contender. Gatlin, however, had other ideas.

Text: Copyright Guardian News & Media Ltd 2019

Photo: World Athletics Championships, London 2017, footage courtesy of DENTSU INC.

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<sup>1</sup> gatecrash: to arrive at a party uninvited

<sup>2</sup> pantomime: theatrical comedy for children based on a fairy story

<sup>3</sup> ruing: bitterly regretting

## Text B



## GAT-CRASH Usain Bolt sunk as drugs cheat Justin Gatlin ruins golden goodbye by storming to 100m gold

American twice banned for doping shocks London 2017 as Bolt has to settle for bronze in his final individual race

By Duncan Wright  
6th August 2017, 9:55 am



15 COMMENTS

**DRUGS** cheat Justin Gatlin shocked the world as he claimed 100 metres gold to shatter Usain Bolt's golden goodbye.

Bolt was aiming to win his twelfth world title in the final individual race of his brilliant career.

Removed for copyright reasons

But to the dismay of the 60,000 fans packed into the London Stadium it was American dooper Gatlin who stormed to victory.

Gatlin, twice banned for doping, came from nowhere to dip on the line with a time of 9.92 seconds, beating US teammate Christian Coleman into second.

- 5 Bolt paid the price for making another shocking start and no matter how hard he tried to get back on level terms he came up just short and had to settle for the bronze with a time of 9.95 secs.

In extraordinary scenes a stunned London Stadium crowd then started booing the result, venting their fury at the way the cheat had been able to come back to the sport twice to inflict such a painful blow on old foe Bolt.

- 10 As the American attempted to take a lap of honour, the fans left him in no doubt he shouldn't as they vented their anger with jeers and abuse.

Instead it was Bolt who took the acclaim of the crowd – bringing the curtain down on a stunning career which has seen him win eight Olympic titles and 11 world crowns.

15 For the third race at this competition, [Bolt made a woeful start](#) – and unlike in previous years he was unable to haul back his rivals.

The Jamaican said: “My start killed me. Normally I get better through the rounds but it didn’t come together. The fact I didn’t get it is why I lost.

“This was wonderful. I knew they would come out and support me. I’m just sad I couldn’t come out and win.

20 “The support has been outstanding. They have stood behind me and pushed me and I really appreciate that.”

Gatlin disappeared from view after a brief run down the home straight, but when he returned for interviews he was greeted with chants of “cheat, cheat, cheat” while he was live on air.

25 Gatlin said: “I tuned it out (the boos) through the rounds and stayed the course. I did what I had to do.

“The people who love me are here cheering for me and cheering at home. I thought of what I would do if I did win but I didn’t do any of that.

“It is Bolt’s last race. I have had many victories and many defeats down the years. It is an amazing occasion.

30 “We are rivals on the track but in the warm-down area we joke and have a good time.

“The first thing he did was congratulate me and say that I didn’t deserve the boos. He is an inspiration.”

The Sun / News Licensing; text with image:  
<https://www.thesun.co.uk/sport/athletics/4179736/usain-bolt-justin-gatlin-world-championships/>



2. Analyse, compare and contrast the following two texts. Include comments on the similarities and differences between the texts and the significance of context, audience, purpose and formal and stylistic features.

### Text C

## THE NEW YORKER

News Culture Books Business & Tech Humor Cartoons Magazine Video Podcasts Archive Goings On

### Ladies Who Cab

By Betsy Morais September 16, 2014



Removed for copyright reasons

Every day, as many as six hundred thousand cab rides are taken in New York City. Stella Mateo, who is starting a women-only cab service, estimates that sixty per cent of those passengers are female. Women and cabs share in an enduring romance. In a taxi, a woman can feel independent and safe; she can shed the defensive shell the sidewalk requires and gaze freely out the window, or chat, or cry, or bark directions while the driver takes her where she wants to go. That's the fantasy, anyway. Much depends on the person behind the wheel—probably a man, since ninety-five per cent of for-hire cabbies and ninety-nine per cent of yellow-taxi drivers are. He might impose a lecture, a detour, or, perhaps, a sense of alarm. Dinorah De Cruz, who is sixty-four and one of New York's few female cabbies, has been driving a cab for around twenty years. Women, she thinks, possess qualities advantageous for the job: "When you have kids, you need to be patient," she explained.

On Monday, on the steps of City Hall, Mateo held a press conference introducing SheTaxi—known as SheRides in the city – through which female passengers, via an app, can request a pickup from one of the female drivers at Mateo's affiliated bases. The drivers will not pick up men and they will all wear pink pashminas<sup>1</sup>.

At the announcement, the Mateos were joined by some fifty recruits in white blouses, black pants, and the requisite pink scarves. De Cruz was among them. After the press conference dissolved, De Cruz left to retrieve her car. She wanted to take a taxi to the garage, on the Lower East Side, so she hailed one, jerking her body forward, thrusting her right arm into the air, and snapping her fingers. Nothing. Her eye moved across the street. "Hey, look at that taxi!" She ran toward it, through traffic, waved it down, slid in, and gave thorough directions to her destination.

“This is a lady who knows New York!” the driver (a man) said.

25 From the back seat, De Cruz told him that she was a cab driver, too. He’d never seen a woman driving a taxi in the city, he said. She explained the SheTaxi concept.

“Is this kind of like that new thing? Hubert?” he asked.

“Uber,” she corrected. “It’s not going to be like that because it’s going to be more feminine, more smelly. A nice smell. You know women. We all like our perfume.”

“So it’s not going to smell like taxi?” he asked.

30 “No, it’s not going to smell like taxi. It’s going to smell like your private car. Go to the right!”

“We’re more peaceful to drive with,” De Cruz told me. She mimed a bumpy ride. “Not like that. That’s the main difference.” She paused to give the driver directions—“You make a left and then you make a left again like you’re coming back from the highway”—then she went on, “When you take cabs, you find yourself uncomfortable.”

35 De Cruz said that she prefers female passengers. “A female is like me, a man is stronger than me,” she said. She turned to the driver again, “At the corner, you make a right on Delancy. Right here.”

He laughed. “You’re a lady who knows what’s goin’ on!” he said.

40 She had the cash ready before he tapped the meter. “Here, sir,” she said, handing it to him. “Thank you.”

45 We got out at the garage, where De Cruz fetched her car, a charcoal-gray Acura S.U.V. SheTaxi was supposed to launch today, September 16th, but they need five hundred drivers to meet the expected demand, and they only have a hundred so far. Mateo has been hosting lunches for recruits. Until SheTaxi came along, De Cruz thought she’d retire. In her front seat, she had an apple, a black Yankees<sup>2</sup> cap, two dozen pens, a water bottle, and a pair of comfortable shoes. A cross hung from the rearview mirror. And there was something else—a new car smell?

“No, that’s my perfume,” she said. “I like Chanel<sup>3</sup>.”

Betsy Morales, *The New Yorker* © Conde Nast; text with image:  
<https://www.newyorker.com/business/currency/ladies-cab>

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<sup>1</sup> pashmina: a scarf made from Kashmiri wool

<sup>2</sup> Yankees: a New York baseball team

<sup>3</sup> Chanel: a famous French fashion house that makes clothes and perfume



Text D



## The Pink Rickshaw; Putting Women in the Driving Seat

Fundraising campaign by [Zar Aslam](#)

Story	Updates	Backers & Comments	Followers
			

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Links  

### Description of Proposed Initiative:

Our proposal is to launch an initiative in Pakistan, titled “The Pink Rickshaw; Putting Women in the Driving Seat”.

The aim is to empower women by providing them with a means of transportation and a potential opportunity to generate revenue/income for their families and to give safe rides to other women.

The visibility of “The Pink Rickshaw; Putting Women in the Driving Seat” will revolutionize how women are perceived in the public space in Pakistan, encouraging other women to follow suit as drivers.

Thus, the initiative’s effect will perpetuate a virtuous cycle of women becoming self-reliant independent and productive members of the society.

### Background:

Most middle and lower-middle class women in Pakistan depend on their brothers, fathers and husbands to get to work, school, hospital runs and for other errands. Public transport is often unavailable on many routes, but where it is available, women often face harassment waiting on street corners for rickshaws, at bus stops for buses and on board buses. With the ownership and ability to transport themselves and their kids, it will empower the women and open up the world and new possibilities to generate revenue for their families. They can become financially independent, providing safe rides for other women.

**Challenges:**

- There is no space for women as service providers (drivers) in the transportation industry. There is only 1 woman taxi driver in the entire country!
- 20 • Women are harassed on the streets while waiting for transportation to work or school.
- Many women do not enter the workforce or acquire education for lack of safe transportation.
- Semi-professional women can only find jobs which are walking distance from their homes.
- 25 • For lack of transportation, women are barred from personal growth activities, such as exercise and cultural, educational and extracurricular events because they are not deemed necessary by their male family members.
- Low visibility of empowered women from the lower and middle classes.
- Most women are at the mercy of their male family members' whims in terms of getting transportation to and from work and educational institutions and for this reason are often
- 30 late or absent from work/class.

**Opportunities:**

Women between the ages of 18–45 have immense potential but not enough tangible opportunities to tap into that potential. We believe that when a project like this is introduced to potential beneficiaries, there will be a huge demand from women who have the wherewithal to step up to this challenge. The effect of this very visible and tangible activity of empowered

35 lower-to-middle class women driving Pink Rickshaws on the road will create a desire in other women from the same strata, where they will see that it is possible for them to also become independent, mobile & generate income. That it can be done!

Often it is the power of visualization that drives and motivates people to achieve their goals and dreams. Initially this concept/project will create a big buzz and will probably be the talk

40 of town, over time it will become more acceptable and commonplace to see more women out driving rickshaws and even perhaps scooters. This activity will “break the ice”.

[DONATE NOW](#)

Logo: with permission from GoGetFunding

Text and photo: used with permission. 'Pink Rickshaw Initiative - Putting Women in the Driving Seat'

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