

TEXT BOOKLET

**INTERNATIONAL ENGLISH LANGUAGE TESTING
SYSTEM**

GENERAL TRAINING READING

SAMPLE TEST

MODIFIED LARGE PRINT VERSION

**SECTION 1
TEXT FOR QUESTIONS 1 – 7**

NORTH HARBOUR STADIUM

A

There are eight gates surrounding the stadium, six of which are entry points. Your ticket will indicate the best location for you to use with the easiest access to your seat. Public access is restricted to Gates A to F.

B

It is usual for visitors to be permitted to gain entry to the stadium at least an hour and a half before the main event. Your ticket will indicate when you can enter the gate to the event you are attending. If you have any concerns, please call the stadium office on 414 0398.

C

North Harbour Stadium provides food and beverage services to all areas of the stadium. All catering outlets are situated with clear views of the stadium so you can keep up to date with the on-field action.

D

Everyone entering the stadium with a package or bag may be asked to agree to an inspection. Please visit our website at www.stadium.co.nz for a list of the prohibited items stadium staff are required to search for. Visitors who refuse an inspection will not be permitted to attend the event.

E

The ticketing agent will inform you of the current ticket prices for the event you wish to attend. For most events, children three years and under are free when seated on the knee of an accompanying paying parent or guardian.

F

To encourage visitors to travel to the stadium without their cars, a park and ride scheme is provided. The scheme offers you the opportunity to leave your car at various locations in the central city and travel out to the stadium by bus, where you will be dropped off within walking distance of the gate entrance as indicated on your ticket.

G

It is important that all visitors to the stadium enjoy the entertainment and services on offer in a relaxed and friendly atmosphere. Anyone causing disruption to others will be removed from the area and in some cases asked to leave the premises.

SECTION 1

TEXT FOR QUESTIONS 8 – 14

RIDELINE INFORMATION SERVICE

Rideline is Auckland’s free public transport information service. Rideline will help you with timetable and fare information on transport services within the city. For bus and train services to other regions, phone the Intercity Information Service on 913 6100.

Most operators on all forms of public transport in the Auckland region use smart cards, a credit-card-sized plastic card. Once purchased they can be used as multi-journey monthly tickets. Drivers also accept cash for payment of fares. Exact change is appreciated but small notes can usually be accepted and change given.

Fares are charged according to the distance you wish to travel. ‘Stage points’ are used in Auckland to calculate the distance to be charged. Stage points are set every four kilometres at specific points such as a local shopping centre. As you travel from one stage point to the next, your fare increases.

School pupils aged 5 to 15 travel for a child fare which is 60% of the adult fare. Students aged 16 to 18 must present the driver with a valid school ID card in order to obtain a child fare. University students can buy multi-journey tickets at a 20% discount from on-campus locations only. A valid student ID card must also be shown to the driver when boarding the vehicle.

Senior citizen fares are available to Auckland residents aged 65 and over. To obtain this fare, a valid Senior Citizen ID card must be presented to the driver. Senior citizen fares are not available before 9am on weekdays.

It is recommended that visitors to Auckland purchase a Discovery Pass which covers the cost of all travel on public transport within the city for twenty-four hours.

SECTION 2

TEXT FOR QUESTIONS 15 – 21

HOW TO BUILD A STRONG MANUFACTURING TEAM – GUIDELINES FOR EMPLOYEES

Building strong teams is important in any manufacturing workplace. It means understanding the importance of working together. As an employee, you need to know you are significant to the team. However, it is more than about you; it is about the objectives of the organization, and being aware of these is essential for employees.

On a manufacturing team, it is not just about running the machines, but also about how you work with others. Whether you work on a specific job or are in a specific department, there has to be cooperation within the team. This applies to everyone from production line workers to the managers up at head office. All your hard work is helping to contribute to the success of the business in general. It is how you work with others, which produces this.

Team leaders are necessary for the team-building process. A valuable team leader takes the time to contemplate the ideal approach for creating an efficient team, and then carefully implements it. This is a critical element in team building.

A good team starts with each member understanding their role within the manufacturing process. However, for all jobs, you should recognize the strategies needed in order to do the work well and achieve daily production

goals. When there are issues, you should know which people on your team have the knowledge to address them.

In addition, the team needs to work together effectively. So this means recognizing that having a clear set of guidelines facilitates the development of the group. Everyone needs to understand what each person is responsible for. The team has to establish what to do in areas such as conflict resolution and conducting team meetings.

To maintain an effective team, everyone must pay attention to any significant manufacturing updates. Furthermore, the team needs to establish a system to comment on each other's work.

SECTION 2

TEXT FOR QUESTIONS 22 – 27

SPEAKING WITH EASE – A PUBLIC SPEAKING CLUB FOR PROFESSIONALS

THE CLUB

Many professional business people are afraid of speaking in public. Joining our club is a positive step to take to overcome that fear. We are Canada’s leader in communication development. Today, our locations can be found across the country. Many people have more confidence because of participating in our association.

Joining Speaking with Ease is a worthwhile investment you can make for yourself. At \$36 every six months, it is also one of the most cost-effective communication clubs available anywhere.

FEATURES OF THE CLUB

The club is basically a practical workshop where you can perfect your communication abilities. It typically is comprised of a group of 20 to 40 members who meet weekly for 60–90 minutes. The instructors guide you in the skills needed to effectively present to others. Not only does the instructor evaluate you, but also members give you feedback on your presentations. This has proven to be a positive process and is a key part of the program’s popularity. Another thing the members enjoy about the club is the feature of presenting unplanned talks. They are given a topic and have a minute or two to

think about it and then they speak on it. This really helps improve speaking abilities. The final exercise the club features is a conference which is held once a year, when everyone is encouraged to speak for 15 minutes on a topic of interest which is related to their profession.

HOW TO JOIN THE CLUB

To join is easy. Search out your nearest club from our website, email the club director and request a date to attend. You will get a response inviting you to the next meeting. Although the first meeting is free, you will be expected to give a short introduction of yourself. We will comment on your presentation style, and this will give you an idea of how we run the club. If you are interested in joining after that, ask the membership officer for an application to fill out and submit it with the fees.

SECTION 3

TEXT FOR QUESTIONS 28 – 40

BICYCLES

A

Forerunners of the bicycle are depicted on ancient Greek tombstones and in ancient Greek and Egyptian drawings. The first real bicycle is considered to be the CELERIFERE, a two-wheeled wooden horse designed by Comte Mede de Sivrac of France around 1790. The rider put his legs on either side of a horizontal bar attached to a wheel at either end, grasped the fixed handlebar, and propelled himself forward by pushing along the ground with alternate feet. Authorities disagree as to whether Sivrac ever built his CELERIFERE; in any event, despite a great deal of curious interest, it was no more than a popular toy. Probably the greatest change in two-wheeler design, perfected in 1818, came from a German, Baron Karl von Drais. His DRAISINE featured a steering bar attached to a spindle on the front wheel. A craze for the bicycle developed among trend-setting people in France and then in England, where it was called a 'dandy horse' or 'hobby horse'.

B

The first bicycle that could be propelled without the rider pushing against the ground with the feet was the MACMILLAN, invented by a Scots blacksmith of the same name in 1839. He connected foot pedals to the rear wheel and also included a slightly improved handlebar and seat. The next important development of the bicycle came from two Frenchmen, Pierre Michaux and his son,

Ernest, in 1861. Approached by a customer to repair his 'dandy horse', the Michaux changed its design instead. They fitted rotating pedals to the front axle. This machine became known as the VELOCIPEDE and was quite popular. By 1865 the Michaux were producing 400 of them a year in their workshop. The smoothness of the VELOCIPEDE's ride can be guessed at by its English nickname, 'boneshaker.' A Michaux employee, Pierre Lallement, departed for the United States in 1866 when he was denied equal credit for the design of the VELOCIPEDE. With James Carrol of Connecticut, Lallement took out the first United States bicycle patent that year.

C

The next 30 years saw many developments in the bicycle. The tubular metal bicycle frame was patented by an American called Madison in 1867. The French bicycle industry was stalled by the Franco-Prussian War of 1870, and England took the lead in bicycle development. Hard rubber tyres appeared in 1868, followed by the cycle lamp and crude brakes. To improve speed, the front wheel gradually became larger. In 1870, James Starley of England designed a bicycle with a huge front wheel and very small rear wheel. Formally named the ARIEL, Starley's machine was commonly called the 'penny-farthing', after two very different-sized British coins of the time. Also called a 'high' or 'ordinary', the bicycle was both easier to pedal and faster but was very unstable because of its high centre of gravity. Applying the brakes was likely to propel the rider head-first over the handlebars – hence its nickname, 'bonebreaker.'

D

The hazards of the 'penny-farthing' led to two new developments. One was the TRICYCLE, which became quite popular with female cyclists. The other innovation was the 'safety' bicycle built by an Englishman in 1876. The 'safety' had two medium-sized wheels of approximately equal diameter and a chain-driven rear wheel. Mass production of the bicycle was initiated with the 'Rover safety bicycle' in 1884 by John Kemp, nephew of the 'penny-farthing' inventor. With the advent of the diamond-shaped metal frame, the structure of the modern bicycle was essentially in place. The only thing that was missing was the pneumatic (air-filled) tyre, and this was invented in 1888.

E

The ensuing wave of popularity for bicycle riding had several important social effects. Women had, for the first time, an acceptable, healthy form of exercise that also promoted sensible changes in restrictive female clothing. The public gained an inexpensive means of increased mobility. And in the United States, bicycling gave birth to a demand for greatly improved roads – facilitating the development of the automobile.

F

By the beginning of the 20th century, the bicycle had effective braking systems, electric lights, and multiple speed gearing mechanisms. It also had the advantage of costing less than a month's wages. Improvements continued to be made between 1919 and 1945, especially in Europe, where the bicycle was very popular, with advances being made in inflatable tyre technology and

in the development of lightweight components. In America, however, in these years, bicycle popularity declined to the point where it was only regarded as a child's toy. In 1933, Schwinn produced an impractical, single-speed bike whose wide tyres made it resemble a motorcycle. Despite its rugged and contemporary appearance, it was both too noisy and far too costly for the average worker to buy. After 1945, bike sales plummeted in Europe but began to rise in America as the lightweight, derailleur-gear bikes began to be imported from Europe.

G

By the 1960s, the ROAD BIKE, built for speed with its thin tyres and drop handlebars, became very popular. In the mid-1970s, designers cleverly combined steel alloy frames using new lightweight technology and old-fashioned balloon tyres and invented the MOUNTAIN BIKE. In 1986, bicycle sales in the United States increased by 80 percent, with MOUNTAIN BIKES rising to account for a 35 percent share. As the present century progresses, bicycles will have super-light but strong carbon-fibre composite frames, motorcycle-style brakes, electronic transmission, and even electronically-assisted pedalling. Shock absorbers will become standard, as will titanium pedals and Kevlar tyres. As the world total of bicycles approaches nearly one billion, people are using bicycles for sport, touring, transport, fitness, and even as a way to get back to nature.

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