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CET-4 MODEL TESTS

大学英语四级考试 新题型试题集

主编 刘庆雪 张兰琴



国防工业出版社

National Defense Industry Press

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内 容 简 介

本书根据教育部颁布的《大学英语课程教学要求(试行)》,大学英语四、六级考试委员会公布的新的四级考试样题和新的四级考试大纲编写而成。10套试题均采用新题型并与样卷的难度相当。书中的语料大多选自最新英美书籍和报刊,题材广泛,内容丰富,时代感强。为便于考生自学自测,本书配有听力光盘(MP3格式)、听力文本、参考答案与解析。

本书可供大学英语四级考试强化训练,也可供有关人员自学自测英语之用。

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前言

众所周知,自 2006 年 12 月起,大学英语四级考试在全国使用新题型。改革后的大学英语四级考试从考试内容到题型设计都进行了重大调整。

大学英语四级考试新题型试卷构成、测试内容、题型和分值比例表

试卷构成	测 试 内 容		测 试 题 型	分值比例	
第一部分 听力理解	听力对话	短对话	多项选择	8%	35%
		长对话	多项选择	7%	
	听力短文	短文理解	多项选择	10%	
		短文听写	复合式听写	10%	
第二部分 阅读理解	仔细阅 读理解	篇章阅读理解	多项选择	20%	35%
		篇章词汇理解	选词填空	5%	
	快速阅读理解		是非判断+句子填空或其它	10%	
第三部分 综合测试	完形填空或改错		多项选择	10%	15%
			错误辨认并改正		
	篇章问答或句子翻译		简短回答	5%	
			中译英		
第四部分写作	写作		短文写作	15%	15%

样卷结构、试题内容、答题时间和所用答题卡表

样卷结构	试 题 内 容	答题时间	所用答题卡
Part I	Writing	30 minutes	Answer Sheet 1
Part II	Reading Comprehension (Skimming and Scanning)	15 minutes	
Part III	Listening Comprehension	35 minutes	Answer Sheet 2
Part IV	Reading Comprehension (Reading in Depth)	25 minutes	
Part V	Cloze	15 minutes	
Part VI	Translation	5 minutes	

概括说来,四级考试新题型考卷有以下变化。

1. **时间** 原四级考试时间为 120 分钟;新四级考试时间为 125 分钟。

2. **题型** 新四级考试取消了英译汉和词汇与结构两个题型,而把词汇与语法的考查融入到了其他题型中。另外,又新增了五种题型:快速阅读理解,听力长对话,选词填空,改错和汉译英。

3. **分值** 原四级考试卷面总分为 100 分,现为 710 分。原听力理解部分为 20 分,现占到总分的 35%;原阅读理解部分为 40 分,现占总分的 35%。

4. **内容** 原四级测试内容侧重阅读(占 40%);新四级继续重视阅读(占 35%),同时强调了听力(占 35%)。另外,新四级试题大幅增加了主观题所占的比例,题量有所增加,每份题采用的题型增多,从而使新四级试题的难度明显大于原四级试题。

5. **答题卡** 原四级考试使用一张答题卡(客观题部分)和一张作文纸(试卷二,主观题部分);新四级考试使用两张答题卡:短文写作和快速阅读理解答在答题卡 1 上,其余部分在答题卡 2 上作答。

6. **题序** 原四级试题:听力理解、词汇与结构、阅读理解、完型填空(简短回答、英译汉)、短文写作;

新四级试题:短文写作、快速阅读理解、听力理解、仔细阅读理解、完型填空(篇章问答或改错)、汉译英。

7. **成绩报道** 原四级考试设及格线,对成绩达到或高于 60 分者发四级考试合格证书;新四级考试不设及格线,考试合格证书改为成绩报告单,对总分在 220 分(含)以上者发放成绩报告单(包括各单项分和总分)。各单项分值如下:听力部分(35%)249 分,阅读部分(35%)249 分,综合测试(15%)106 分,作文(15%)106 分。

本书正是针对这些重大变化,根据教育部颁布的《大学英语课程教学要求(试行)》,大学英语四、六级考试委员会公布的新的四级考试样题和新的四级考试大纲编写而成。鉴于参与本书编写的人员均是大学英语教学的一线教员,其中不少是长期从事大学英语教学且具有丰富的教学和编著经验的资深教师,相信本书会帮助考生尽快熟悉大学英语四级考试新题型的内容和难度,从而做到成竹在胸,信心十足。

本书由 10 套模拟试题组成,每套试题均采用新题型并与样卷的难度相当。书中的语料大多选自最新英美书籍和报刊,题材广泛,内容丰富,时代感强。为便于考生自学自测,本书配有听力光盘(MP3 格式)、听力文本、参考答案与解析。

本书的听力文稿由外籍教师 Duncan Philip Cole 作了认真的审校,听力部分由外籍教师 Duncan Philip Cole 和 Jacqui Drake 录制,黄文华同志在文字输入等方面做了不少工作,在此一并致谢。

在编写过程中,我们参考了国内外最新出版的一些文献和国际互联网上的资料。在此,谨向这些文献和资料的作者及出版者表示感谢。

由于编者水平有限,书中难免有错误之处,敬请读者批评指正。

编者

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Test One

Part I Writing (30 minutes)

注意：此部分试题在答题卡1上。

Part II Reading Comprehension (Skimming and Scanning) (15 minutes)

Directions: *In this part, you will have 15 minutes to go over the passage quickly and answer the questions on Answer Sheet 1.*

For questions 1–7, mark

Y (for YES) *if the statement agrees with the information given in the passage;*

N (for NO) *if the statement contradicts the information given in the passage;*

NG (for NOT GIVEN) *if the information is not given in the passage.*

For questions 8–10, complete the sentences with the information given in the passage.

What is a Port City?

The port city provides a fascinating and rich understanding of the movement of people and goods around the world. We understand a port as a centre of land-sea exchange, and as a major source of livelihood and a major force for cultural mixing. But do ports all produce a range of common urban characteristics which justify classifying port cities together under a single generic label? Do they have enough in common to warrant distinguishing them from other kinds of cities?

Ports and harbours

A port must be distinguished from a harbour. They are two very different things. Most ports have poor harbour, and many fine harbours see few ships. Harbour is a physical concept, a shelter for ships; port is an economic concept, a centre of land-sea exchange which requires good access to a hinterland (内地,腹地) even more than a sea-linked foreland. It is landward access, which is productive of goods for export and which demands imports, that is critical. Poor harbours can be improved with breakwaters (防浪堤) and dredging if there is a demand for a port. Madras and Colombo are examples of harbours expensively improved by enlarging, dredging and building breakwaters.

Once a port city, and always a port city

Port cities become industrial, financial and service centres and political capitals because

of their water connections and the urban concentration which arises there and later draws to it railways, highways and air routes. Water transport means cheap access, the chief basis of all port cities. Many of the world's biggest cities, for example, London, New York, Shanghai, Istanbul, Buenos Aires, Tokyo, Jakarta, Calcutta, Philadelphia and San Francisco began as ports, that is, with land-sea exchange as their major function — but they have since grown disproportionately in other respects so that their port functions are no longer dominant. They remain different kinds of places from non-port cities and their port functions account for that difference.

A truly international environment

Port functions, more than anything else, make a city cosmopolitan (世界性的). A port city is open to the world. In it races, cultures, and ideas, as well as goods from a variety of places, jostle (竞争), mix and enrich each other and the life of the city. The smell of the sea and harbour, the sound of boat whistles or the moving tides are symbols of their multiple links with a wide world, samples of which are present in microcosm (微观世界) within their own urban areas.

Reasons for the decline of ports

Sea ports have been transformed by the advent of powered vessels, whose size and draught (船的吃水深度) have increased. Many formerly important ports have become economically and physically less accessible as a result. By-passed by most of their former enriching flow of exchange, they have become cultural and economic backwaters or have acquired the character of museums of the past. Examples of these are Charleston, Salem, Bristol, Plymouth, Surat, Galle, Melaka, Soochow, and a long list of earlier prominent port cities in Southeast Asia, Africa and Latin America.

Relative significance of trade and service industry

Much domestic port trade has not been recorded. What evidence we have suggests that domestic trade was greater at all periods than external trade. Shanghai, for example, did most of its trade with other Chinese ports and inland cities. Calcutta traded mainly with other parts of India and so on. Most of any city's population is engaged in providing goods and services for the city itself. Trade outside the city is its basic function. But each basic worker requires food, housing, clothing and other such services. Estimates of the ratio of basic to service workers range from 1 : 4 to 1 : 8.

Good ports make huge profits

No city can be simply a port but must be involved in a variety of other activities. The port function of the city draws to it raw materials and distributes them in many other forms. Ports take advantage of the need for breaking up the bulk material where water and land

transport meet and where loading and unloading costs can be minimized by refining raw materials or turning them into finished goods. The major examples here are oil refining and ore refining, which are commonly located at ports. It is not easy to draw a line around what is and is not a port function. All ports handle, unload, sort, alter, process, repack and reship most of what they receive. A city may still be regarded as a port city when it becomes involved in a great range of functions not immediately involved with ships or docks.

How the port changes a city's infrastructure

Cities which began as ports retain the chief commercial and administrative centre of the city close to the waterfront. The centre of New York is in lower Manhattan between two river mouths, the City of London is on the Thames, Shanghai along the Bund. This proximity to water is also true of Boston, Philadelphia, Bombay, Calcutta, Madras, Singapore, Bangkok, Hong Kong and Yokohama, where the commercial, financial, and administrative centres are still grouped around their harbours even though each city has expanded into a metropolis. Even a casual visitor cannot mistake them as anything but port cities.

注意:此部分试题请在答题卡 1 上作答;8~10 题在答题卡 1 上。

1. This passage gives some information on the characteristics of port cities.
2. What is important for a port is that it needs to be accessible from the land.
3. Cities cease to be port cities when other functions dominate.
4. In the past, many port cities did more trade within their own country than with overseas ports.
5. Most people in a port city are engaged in international trade and finance.
6. Ports attract many subsidiary and independent industries.
7. Ports have to establish a common language of trade.

Part III Listening Comprehension (35 minutes)

Section A

Directions: In this section, you will hear 8 short conversations and 2 long conversations.

At the end of each conversation, one or more questions will be asked about what was said. Both the conversation and the questions will be spoken only once. After each question, there will be a pause. During the pause, you must read the four choices marked A), B), C) and D), and decide which is the best answer. Then mark the corresponding letter on **Answer Sheet 2** with a single line through the center.

注意:此部分试题请在答题卡 2 上作答。

11. A) To the restaurant.
B) To the bank.
C) To meet her friends.
D) To see a movie.
12. A) Dr Anderson agrees with what the woman says.
B) It's up to the students.

- C) Dr Anderson will probably not give an open-book exam.
 D) The students can bring their books to the exam.
13. A) To the bookstore. B) To the fresh fruit shop.
 C) To the vegetable shop. D) To the supermarket.
14. A) She doubts if she'll be able to go.
 B) She's eager to go.
 C) If the man goes, she will go too.
 D) She'll do her homework tomorrow.
15. A) Taxi driver. B) Traffic officer.
 C) Policeman. D) Ticket salesman.
16. A) Find a second job as a supplement.
 B) Come back again to apply for the same job.
 C) Think about whether she will really resign or not.
 D) Apply for an additional part-time job.
17. A) 5 minutes. B) 10 minutes.
 C) 15 minutes. D) 20 minutes.
18. A) The woman speaker doesn't believe what he said.
 B) Mount Everest is very high.
 C) The woman speaker is a mountaineer.
 D) The man is a photographer.

Questions 19 to 20 are based on the conversation you have just heard.

19. A) Secretary of the student union. B) President of the student union.
 C) Director of the radio station. D) Broadcaster of the radio station.
20. A) Because she is a member of the union.
 B) Because she once worked as the director of the radio station.
 C) Because she has a friend who worked at the radio station.
 D) Because she can give him some advice.
21. A) Deliver a speech there. B) Work as! a director there.
 C) Work as a secretary there. D) Meet all the students there.
22. A) Make posters. B) Study their plan.
 C) Answer questions. D) Write a speech.

Questions 23 to 25 are based on the conversation you have just heard.

23. A) He is preparing to go on vacation.
 B) He is going to have a long journey.
 C) He is going to hold a birthday party.
 D) He is preparing a home coming dinner.
24. A) The couple who lived with David. B) The neighbors of David.

- C) The friends of David. D) The family of David.
25. A) They bought a lot of stuff for him. B) They held a party for him.
C) They let him stay with them rent free. D) They prepared some gifts for him.

Section B

Directions: *In this section, you will hear 3 short passages. At the end of each passage, you will hear some questions. Both the passage and the questions will be spoken only once. After you hear a question, you must choose the best answer from the four choices marked A), B), C) and D). Then mark the corresponding letter on Answer Sheet 2 with a single line through the center.*

注意: 此部分试题请在答题卡 2 上作答。

Passage One

Questions 26 to 28 are based on the following passage.

26. A) Frankfort, Kentucky. B) Springfield, Illinois.
C) Washington D.C. D) Columbus, Ohio.
27. A) Law cases. B) Public issues.
C) Emancipation. D) Slavery.
28. A) Lincoln was assassinated a year after he was reelected to the Presidency.
B) Lincoln was shot dead on the spot a year after he was reelected to the Presidency.
C) Lincoln died a year after he was shot in the head on April 14, 1865.
D) Lincoln was shot dead on the spot in Ford's Theatre on April 14, 1865.

Passage Two

Questions 29 to 31 are based on the following passage.

29. A) Generation gap. B) Modern youths.
C) Influence of western civilization. D) Social improvements.
30. A) Openly contradicting their elders.
B) Trying to be revolutionary.
C) Being reluctant to learn old teachings and sayings.
D) Always following the trends.
31. A) Both the old and the young should respect each other.
B) The youths should follow the instructions of their elders.
C) Old people should keep up with the youths.
D) The youths should further their studies about western civilization.

Passage Three

Questions 32 to 35 are based on the following passage.

32. A) Because he never lent any money to his fellow villagers.

- B) Because he never gave his children any money.
 C) Because he never spent money on himself.
 D) Because he never paid enough to the farmers working for him.
33. A) Farming. B) Accounting. C) Building business. D) Stock market.
34. A) He left more than 200,000 dollars for charity.
 B) He left 3,000 dollars for repairing the village bus.
 C) He left 175,000 dollars for building houses for the homeless.
 D) He left most of his estate to his own children.
35. A) Miserly and cold-hearted. B) Penniless but warm-hearted.
 C) Generous and kind-hearted. D) Rich but indifferent.

Section C

Directions: *In this section, you will hear a passage three times. When the passage is read for the first time, you should listen carefully for its general idea. When the passage is read for the second time, you are required to fill in the blanks numbered from 36 to 43 with the exact words you have heard. For blanks numbered from 44 to 46 you are required to fill in the missing information. For these blanks, you can either use the exact words you have just heard or write down the main points in your own words. Finally, when the passage is read for the third time, you should check what you have written.*

注意:此部分试题在答题卡 2 上;请在答题卡 2 上作答。

Part IV Reading Comprehension(Reading in Depth)(25 minutes)

Section A

Directions: *In this section, there is a passage with 10 blanks. You are required to select one word for each blank from a list of choices given in a word bank following the passage. Read the passage through carefully before making your choices. Each choice in the bank is identified by a letter. Please mark the corresponding letter for each item on **Answer Sheet 2** with a single line through the center. You may not use any of the words in the bank more than once.*

Questions 47 to 56 are based on the following passage.

The industrial societies have been extremely productive during the last two centuries. The 47 advance has been remarkable. During this 48 short period of time, greater changes in people's living conditions have occurred than in the thousands of years which 49.

From about 8000 B. C. , when the agricultural era of the human race began, to 1776 A. D. , the beginning of the American Revolution, people grew 50 any richer at all. The Americans of 1776 used the same energy sources as the Romans of 1 A. D. Both the 51

Romans and the Americans of 200 years ago could travel about the same short distance in a day. Both had about the same 52 income and the same life span.

During the past 200 years the world population has increased 6 times, the annual world 53 has increased 80 times, and the distance a person can travel has gone up 1,000 times. There has also been much recent 54 in art, culture, learning, and science. Such changes have led to a high rate of production and growth of the economy.

Economists fear that within the next 100 to 150 years, the earth's resources will become very scarce. Their fears are partly justified, but we should not be afraid. Industrial 55 adapts to new knowledge. By advancing knowledge, we not only create new forms of resources, but we also find ways to 56 their use.

注意:此部分试题请在答题卡2上作答。

- | | |
|-----------------|--------------|
| A) hardly | I) economic |
| B) output | J) followed |
| C) presumably | K) progress |
| D) annual | L) modernize |
| E) civilization | M) economize |
| F) economical | N) preceded |
| G) relatively | O) ancient |
| H) circulation | |

Section B

Directions: There are 2 passages in this section. Each passage is followed by some questions or unfinished statements. For each of them there are four choices marked A), B), C) and D). You should decide on the best choice and mark the corresponding letter on **Answer Sheet 2** with a single line through the center.

Passage One

Questions 57 to 61 are based on the following passage.

It is all very well to blame traffic jams, the cost of petrol and the quick pace of modern life, but manners on the roads are becoming horrible. Everybody knows that the nicest men become monsters behind the wheel. It is all very well, again, to have a tiger in the tank, but to have one in the driver's seat is another matter altogether. You might tolerate the odd road-hog, the rude and inconsiderate driver, but nowadays the well-mannered motorist is the exception to the rule. Perhaps the situation calls for a "Be Kind to Other Drivers" campaign; otherwise it may get completely out of hand.

Road politeness is not only good manners, but good sense too. It takes the most cool-headed and good-tempered of drivers to resist the temptation to revenge when subjected to uncivilized behavior. On the other hand, a little politeness goes a long way towards relieving

the tensions of motoring. A friendly nod or a wave of acknowledgment in response to an act of politeness helps to create an atmosphere of goodwill and tolerance so necessary in modern traffic conditions. But such acknowledgments of politeness are all too rare today. Many drivers nowadays don't even seem able to recognize politeness when they see it.

However, misplaced politeness can also be dangerous. Typical examples are the driver who brakes violently to allow a car to emerge from a side street at some hazard to following traffic, when a few seconds later the road would be clear anyway; or the man who waves a child across a zebra crossing into the path of oncoming vehicles that may be unable to stop in time. The same goes for encouraging old ladies to cross the road wherever and whenever they care to. It always amazes me that the highways are not covered with the dead bodies of these grannies.

A veteran driver, whose manners are faultless, told me it would help if motorists learnt to filter correctly into traffic streams one at a time without causing the total blockages that give rise to bad temper. Unfortunately, modern motorists can't even learn to drive, let alone master the subtler aspects of roadmanship. Years ago the experts warned us that the car-ownership explosion would demand a lot more give-and-take from all road users. It is high time for all of us to take this message to heart.

注意:此部分试题请在答题卡2上作答。

57. What usually cause troubles on the road according to this passage?
A) Peoples' attitude towards the road-hog. B) The rhythm of modern life.
C) The behavior of the driver. D) Traffic conditions.
58. The sentence "You might tolerate the odd road-hog ... the rule." (Para. 1) implies that _____.
A) our society is unjust towards well-mannered motorists
B) rude drivers can be met only occasionally
C) the well-mannered motorist cannot tolerate the road-hog
D) nowadays impolite drivers constitute the majority of motorists
59. By "good sense" the writer means _____.
A) the driver's ability to understand and react reasonably
B) the driver's prompt response to difficult and severe conditions
C) the driver's tolerance of rude or even savage behavior
D) the driver's acknowledgment of politeness and regulations
60. Experts have long pointed out that in the face of car-ownership explosion, _____.
A) road users should make more sacrifice
B) drivers should be ready to yield to each other
C) drivers should have more communication among themselves
D) drivers will suffer great loss if they pay no respect to others
61. In the writer's opinion, _____.
A) strict traffic regulations are badly needed

- B) drivers should apply road politeness properly
- C) rude drivers should be punished
- D) drivers should avoid traffic jams

Passage Two

Questions 62 to 66 are based on the following passage.

There are two types of people in the world. Although they have equal degrees of health and wealth and the other comforts of life, one becomes happy, the other becomes miserable. This arises from different ways in which they consider things, persons, and events, and the resulting effects upon their minds. The people who are to be happy fix their attention on the conveniences of things, the pleasant parts of conversation, the well-prepared dishes, the goodness of the wines, and fine weather. They enjoy all the cheerful things. Those who are to be unhappy think and speak only of the contrary things. Therefore, they are continually discontented. By their remarks, they sour the pleasures of society, offend many people, and make themselves disagreeable everywhere. If this turn of mind were founded in nature, such unhappy persons would be the more to be critical. The tendency to criticize and be disgusted is perhaps taken up originally by imitation. It grows into a habit, unknown to its possessors. The habit may be strong, but it may be cured when those who have it are convinced of its bad effects on their interests and tastes. I hope this little warning may be of service to them, and help change this habit.

Although in fact it is chiefly an act of the imagination, it has serious consequences in life, since it brings on deep sorrow and bad luck. Those people offend many others, nobody loves them, and no one treats them with more than the most common politeness and respect, and scarcely that. This frequently puts them in bad temper and draws them into arguments. If they aim at obtaining some advantage in rank or fortune, nobody wishes them success. Nor will anyone stir a step or speak a word to favor their hopes. If they bring on themselves public disapproval, no one will defend or excuse them, and many will join to criticize their misconduct. These people should change this bad habit and condescend (俯就) to be pleased with what is pleasing, without worrying needlessly about themselves and others. If they do not, it will be good for others to avoid any contact with them. Otherwise, it can be disagreeable and sometimes very inconvenient, especially when one becomes mixed up in their quarrels.

注意:此部分试题请在答题卡2上作答。

62. People who are to be unhappy _____.
A) always consider things differently from others
B) usually are influenced by the results of certain things
C) can discover the unpleasant part of certain things
D) usually have a fault-finding habit
63. The phrase "sour the pleasures of society" in the first paragraph most probably means