

雅思新突破系列丛书

IELTS NEW BREAKTHROUGH SERIES

# IELTS

## 最新雅思 阅读全真模拟试题

主编 许德金 曾祥益



上海外语教育出版社

雅思新突破系列丛书

*IELTS NEW BREAKTHROUGH SERIES*

# IELTS

# 最新雅思

# 阅读全真模拟试题

主编 许德金 曾祥益

编委 吴承义 曾祥益 许德金  
周雪松 崔 莉 任晓雁  
朱锦平 方 炜



上海外语教育出版社

## 图书在版编目(CIP)数据

最新雅思阅读全真模拟试题 / 许德金, 曾祥益主编.

—上海: 上海外语教育出版社, 2005

(雅思新突破系列丛书)

ISBN 7-81095-658-2

I. 最… II. ①许… ②曾… III. 英语-阅读教学  
—高等学校-入学考试, 国外-习题 IV. H319.4-44

中国版本图书馆 CIP 数据核字(2005)第 052179 号

出版发行: **上海外语教育出版社**

(上海外国语大学内) 邮编: 200083

电 话: 021-65425300 (总机)

电子邮箱: bookinfo@sflep.com.cn

网 址: <http://www.sflep.com.cn> <http://www.sflep.com>

责任编辑: 杭 海

---

印 刷: 上海市美术印刷厂

经 销: 新华书店上海发行所

开 本: 787×1092 1/16 印张 12.75 字数 318 千字

版 次: 2005 年 10 月第 1 版 2005 年 10 月第 1 次印刷

印 数: 5 000 册

---

书 号: ISBN 7-81095-658-2 / G · 361

定 价: 18.00 元

本版图书如有印装质量问题, 可向本社调换

本书是“雅思新突破”系列丛书中的阅读分册。雅思阅读部分根据出国目的可以分为两类：凡计划出国留学，攻读学士、硕士或博士学位的考生均应参加学术类(Academic Module, 简称A类)的考试；凡申请移民或参加短期交流式培训的考生均需参加普通类(General Training Module, 简称G类)的考试。

阅读测验(Reading Module)是雅思考试的第二部分，答题时间为60分钟。该部分通常有三篇文章，每篇文章设计题目12-15道，一般总题数为40道，个别考卷或多或少一两道题，亦属正常现象。纵观历年考试真题，雅思阅读类常考题型大致可归纳为以下九大类别：

- (1) 单项选择题(Multiple choice)
- (2) 简答题(Short-answer questions)
- (3) 填空题(Sentence completion)
- (4) 图表填空题(Table or flow-chart/diagram completion)
- (5) 判断题(YES, NO, NOT GIVEN or TRUE, FALSE, NOT GIVEN)
- (6) 分类题(Classification)
- (7) 配对题(Matching lists/phrases)
- (8) 段落大意题(Headings for paragraphs/sections of a text)
- (9) 信息定位题(Locating specific information)

而中国学生参加的大部分国内英语考试中(如CET-4、CET-6、TEM-4、TEM-8)，阅读题型几乎全都是单项选择题。基于这种考虑，我们组织专业外语院校测试专家，特编写此书，目的就是让广大中国考生熟悉雅思题型和难度，从而能够在考试时胸有成竹，从容面对。与目前市场上现有的雅思模拟试题集相比，本书在如下几个方面具有明显的特色：

● **编者资质：**本书是集体智慧的结晶。编委成员均为来自全国著名外语院校的英语测试专家，他们大都具有博士学位，对测试有较深的研究；同时又都是雅思培训市场的知名教师，有多年的一线经验积累；

● **两类兼顾：**考虑到考生参加考试的目的各有不同，因此分别设计5套G类阅读模拟试题和10套A类阅读模拟题，考生在使用时能够各取所需；当然，考生也可以对两类阅读都作一番尝试，从而更加清楚自己参考类别的考试特点；

● **材料选择：**本书选材大多来自最新期刊、媒体，如*Nature*、*Science*、*ABC*、*BBC*等，内容涉及理、工、文、农、医等学科，基本涵盖了目前所有雅思题库的题材类别；

● **问题设计：**本模拟试题集所出的问题难度均等同于或略高于雅思真题，以便考生在使用时能够自测真实水平；而在题型方面，则覆盖了全部雅思阅读考试的常见类型；

● **版式设计：**本书每套题目相对独立，并带有空白答题卷一份，这样可以方便考生在使用时全真模拟考试环境，测试阅读能力。

本书为《最新雅思阅读高分全攻略》的姐妹篇，考生如能将两者结合使用则效果更佳。

编 者

2004 年 12 月

# **CONTENTS**

---

<b>PART I General Training Module .....</b>	<b>1</b>
Practice Test 1 .....	3
Practice Test 2 .....	15
Practice Test 3 .....	27
Practice Test 4 .....	37
Practice Test 5 .....	50
 <b>PART II Academic Module .....</b>	 <b>63</b>
Practice Test 1 .....	65
Practice Test 2 .....	77
Practice Test 3 .....	91
Practice Test 4 .....	105
Practice Test 5 .....	118
Practice Test 6 .....	131
Practice Test 7 .....	141
Practice Test 8 .....	153
Practice Test 9 .....	163
Practice Test 10 .....	175
 <b>Answer Keys .....</b>	 <b>187</b>

**PART I**

# **GENERAL TRAINING MODULE**





# **PRACTICE TEST 1**

---

## **INTERNATIONAL ENGLISH LANGUAGE TESTING SYSTEM**

READING (General Training Module)

TIME ALLOWED: 1 HOUR  
NUMBER OF QUESTIONS: 40

### **Instructions**

ALL ANSWERS MUST BE WRITTEN ON THE ANSWER SHEET.

The test is divided as follows:

Section 1	Questions 1 – 10
Section 2	Questions 11 – 21
Section 3	Questions 22 – 40

Start at the beginning of the test and work through it. You should answer all the questions. If you cannot do a particular question, leave it and go on to the next. You can return to it later.

## Section 1 Questions 1–10

### Part A Questions 1–5

Read the following passage on Daybreak Trips and study the statements below. Do they agree with the information given in the passage? In boxes 1 – 5 on your answer sheet write

<b>TRUE</b>	<i>if the statement is true;</i>
<b>FALSE</b>	<i>if the statement is false;</i>
<b>NOT GIVEN</b>	<i>if the information is not given in the passage.</i>

1. Millers Coaches owns Cambridge's Cambus fleet.
2. Premier is an older company than Millers.
3. Most of the Daybreak coaches are less than 5 years old.
4. Daybreak fares are more expensive than most of their competitors.
5. Soft drinks and refreshments are served on most longer journeys.

### Daybreak Trips by Coach

#### SPRING IS IN THE AIR!

Welcome to our Spring Daybreak programme which continues the tradition of offering daytrips and tours at unbeatable value for money. All the excursions in this brochure will be operated by Premier Travel Services Limited or Millers Coaches; both companies are part of the CHL Group, which owns Cambridge's Cambus fleet.

#### WE'RE PROUD OF OUR TRADITION

Premier was established in 1936; the Company now offers the highest standards of coach travel in today's competitive operating environment. Millers has an enviable reputation stretching back over the past 20 years, offering value for money coach services at realistic prices. We've travelled a long way since our early days of pre-war seaside trips. Now our fleet of 50 modern coaches (few are more than five years old) operate throughout Britain and Europe but we're pleased to maintain the high standards of quality and service that were the trademark of our founders nearly sixty years ago.

#### EXCLUSIVE FEATURES

All Daybreak fares (unless specifically stated otherwise) include admission charges to the attractions, shows and exhibits we visit. Many full day scenic tours are accompanied by a fully trained English Tourist Board "Blue Badge" guide or local experienced driver/guide. Some Daybreaks include lunch or afternoon tea. Compare our admission inclusive fares and

see how much you save. Cheapest is not the best and value for money is guaranteed with Daybreaks. If you compare our bargain Daybreak fares beware — most of our competitors do not offer an all inclusive fare.

### SEAT RESERVATIONS

We value the freedom of choice, so you can choose your seat when you book. The seat reservation is guaranteed and remains yours at all times when aboard the coach.

### NO SMOKING COMFORT

With the comfort of our passengers in mind, coaches on all our Daybreaks are no smoking throughout. In the interests of fellow passengers' comfort, we kindly ask that smokers observe our "no smoking" policy. On scenic tours and longer journeys, ample refreshment stops are provided when, of course, smoking is permitted.

### YOUR QUESTIONS ANSWERED

#### **Do I need to book?**

Booking in advance is strongly recommended as all Daybreak tours are subject to demand. Subject to availability, stand-by tickets can be purchased from the driver.

#### **What time does the coach leave?**

The coach departs from Cambridge Drummer Street (Bay 12) at the time shown. There are many additional joining points indicated by departure codes in the brochure. If you are joining at one of our less popular joining points, you will be advised of your pick-up time (normally by telephone) not less than 48 hours before departure. In this way, we can minimize the length of pick-up routes and reduce journey times for the majority of passengers.

#### **What time do we get back?**

An approximate return time is shown for each excursion. The times shown serve as a guide, but road conditions can sometimes cause delay. If your arrival will be later than advertised, your driver will try to allow for a telephone call during the return journey.

#### **Where can I board the coach?**

All the Daybreaks in the brochure leave from Cambridge Drummer Street (Bay 12) at the time shown. Many Daybreaks offer additional pick-ups for pre-booked passengers within Cambridge and the surrounding area. This facility must be requested at the time of booking.

**Part B Questions 6–10**

Fill in each of the following gaps with **NO MORE THAN THREE WORDS**. Write your answers in boxes 6 – 10 on your answer sheet.

Spring Daybreak programme offers   6   operated by Premier Travel Services Limited or Millers Coaches. Starting from pre-war   7   trips, they have now established a fleet of 50 modern coaches. Normally,   8   are included in all their Daybreak fares. Once aboard, smoking is prohibited except during   9  . When booking a trip, you can request an additional   10   if need be.

## Section 2 Questions 11–21

### Part A Questions 11–15

The following passage has six paragraphs A – F. Choose the correct heading for each paragraph from the list of headings below. Note there are more headings than paragraphs, so you will not use them all. Write the correct numbers (i – viii) in boxes 11 – 15 on your answer sheet.

#### List of Headings

- i. Vanishing topsoil influences farm productivities
- ii. Water is being polluted by chemical fertilisers
- iii. Advantages and disadvantages of fuel produced from crop residues
- iv. Negative environmental effects were incurred by subsidies
- v. Environmental damages were even worsened by government policies
- vi. Fertiliser use is recommended in some countries
- vii. A modest cut in subsidies is adopted in some countries
- viii. Removal of certain subsidies achieves some positive results

<b>Example</b> Paragraph A	<b>Answer</b> iv
-------------------------------	---------------------

- 11. Paragraph B
- 12. Paragraph C
- 13. Paragraph D
- 14. Paragraph E
- 15. Paragraph F

A All these activities may have damaging environmental impacts. For example, land clearing for agriculture is the largest single cause of deforestation; chemical fertilisers and pesticides may contaminate water supplies; more intensive farming and the abandonment of fallow periods tend to exacerbate soil erosion; and the spread of monoculture and use of high-yielding varieties of crops have been accompanied by the disappearance of old varieties of food plants which might have provided some insurance against pests or diseases in future.

- B** Soil erosion threatens the productivity of land in both rich and poor countries. The United States, where the most careful measurements have been done, discovered in 1982 that about one-fifth of its farmland was losing topsoil at a rate likely to diminish the soil's productivity. The country subsequently embarked upon a program to convert 11 percent of its cropped land to meadow or forest. Topsoil in India and China is vanishing much faster than in America.
- C** Government policies have frequently compounded the environmental damage that farming can cause. In the rich countries, subsidies for growing crops and price supports for farm output drive up the price of land. The annual value of these subsidies is immense; about \$ 250 billion, or more than all World Bank lending in the 1980s. To increase the output of crops per acre, a farmer's easiest option is to use more of the most readily available inputs: fertilisers and pesticides. Fertiliser use doubled in Denmark in the period 1960 – 1985 and increased in the Netherlands by 150 percent. The quantity of pesticides applied has risen too; by 69 percent in 1975 – 1984 in Denmark, for example, with a rise of 115 percent in the frequency of application in the three years from 1981.
- D** In the late 1980s and early 1990s some efforts were made to reduce farm subsidies. The most dramatic example was that of New Zealand, which scrapped most farm support in 1984. A study of the environmental effects, conducted in 1993, found that the end of fertiliser subsidies had been followed by a fall in fertiliser use (a fall compounded by the decline in world commodity prices, which cut farm incomes). The removal of subsidies also stopped land-clearing and over-stocking, which in the past had been the principal causes of erosion. Farms began to diversify. The one kind of subsidy whose removal appeared to have been bad for the environment was the subsidy to manage soil erosion.
- E** In less enlightened countries, and in the European Union, the trend has been to reduce rather than eliminate subsidies, and to introduce new payments to encourage farmers to treat their land in environmentally friendlier ways, or to leave it fallow. It may sound strange but such payments need to be higher than the existing incentives for farmers to grow food crops. Farmers, however, dislike being paid to do nothing. In several countries they have become interested in the possibility of using fuel produced from crop residues either as a replacement for petrol (as ethanol) or as fuel for power stations (as biomass). Such fuels produce far less carbon dioxide than coal or oil, and absorb carbon dioxide as they grow.
- F** They are therefore less likely to contribute to the greenhouse effect. But they are rarely competitive with fossil fuels unless subsidized — and growing them does no less

environmental harm than other crops.

### Part B Questions 16–21

Choose the appropriate letters A, B, C or D. Write your answers in boxes 16 – 21 on your answer sheet.

16. Which of the following is NOT a damaging environmental impact caused by subsidies?  
A. Deforestation. B. Water pollution. C. Soil erosion. D. Pests or diseases.
17. The research completed in 1982 found that in the United States soil erosion \_\_\_\_\_.  
A. reduced the productivity of farmland by 20 percent  
B. was almost as severe as in India and China  
C. was causing significant damage to 20 percent of farmland  
D. could be reduced by converting cultivated land to meadow or forest
18. Which of the following statements is true according to the passage?  
A. Soil erosion is worse in poor countries than that in rich countries.  
B. Soil erosion is better solved in rich countries.  
C. Soil erosion is solved in rich countries, but not in poor countries.  
D. There is no definite relationship between soil erosion and the wealth of a country.
19. By the mid-1980s, farmers in Denmark \_\_\_\_\_.  
A. used 50 percent less fertiliser than Dutch farmers  
B. used twice as much fertiliser as they had in 1960  
C. applied fertiliser much more frequently than in 1960  
D. more than doubled the amount of pesticide they used in just 3 years
20. Which one of the following increased in New Zealand after 1984?  
A. Farm incomes. B. Use of fertiliser.  
C. Over-stocking. D. Farm diversification.
21. Which of the following is NOT true of fuel produced from crop residues?  
A. Worsening greenhouse effect.  
B. Less competitive with fossil fuels.  
C. Causing equal or more pollution when being produced.  
D. Being used as fuel for power stations by some farmers.

### Section 3 Questions 22–40

#### Robots at Work

- A The newspaper production process has come a long way from the old days when the paper was written, edited, typeset and ultimately printed in one building with the journalists working on the upper floors and the printing presses going on the ground floor. These days the editor, sub-editors and journalists who put the paper together are likely to find themselves in a totally different building or maybe even in a different city. This is the situation which now prevails in Sydney. The daily paper is compiled at the editorial headquarters, known as the pre-press centre, in the heart of the city, but printed far away in the suburbs at the printing centre. Here human beings are in the minority as much of the work is done by automated machines controlled by computers.
- B Once the finished newspaper has been created for the next morning's edition, all the pages are transmitted electronically from the pre-press centre to the printing centre. The system of transmission is an update on the sophisticated page facsimile system already in use on many other newspapers. An image-setter at the printing centre delivers the pages as film. Each page takes less than a minute to produce, although for colour pages four versions, once each for black, cyan, magenta and yellow are sent. The pages are then processed into photographic negatives and the film is used to produce aluminum printing plates ready for the presses.
- C A procession of automated vehicles is busy at the new printing centre where the *Sydney Morning Herald* is printed each day. With lights flashing and warning horns honking, the robots (to give them their correct name, the LGVs or laser guided vehicles) look for all the world like enthusiastic machines from a science fiction movie, as they follow their own random paths around the plant busily getting on with their jobs. Automation of this kind is now standard in all modern newspaper plants. The robots can detect unauthorized personnel and alert security staff immediately if they find an intruder; not surprisingly, tall tales are already being told about the machines starting to take on personalities of their own.
- D The robots' principal job, however, is to shift the newsprint (the printing paper) that arrives at the plant in huge reels and emerges at the other end some time later as newspapers. Once the size of the day's paper and the publishing order are determined at head office, the information is punched into the computer and the LGVs are programmed to go about their work. The LGVs collect the appropriate size paper reels



and take them where they have to go. When the press needs another reel its computer alerts the LGV system. The Sydney LGVs move busily around the press room fulfilling their two key functions — to collect reels of newsprint either from the reel stripping stations, or from the racked supplies in the newsprint storage area. At the stripping station the tough wrapping that helps to protect a reel of paper from rough handling is removed. Any damaged paper is peeled off and the reel is then weighed.

- E** Then one of the four paster robots moves in. Specifically designed for the job, it trims the paper neatly and prepares the reel for the press. If required the reel can be loaded directly onto the press; if not needed immediately, an LGV takes it to the storage area. When the press computer calls for a reel, an LGV takes it to the reel loading area of the presses. It lifts the reel into the loading position and places it in the correct spot with complete accuracy. As each reel is used up, the press drops the heavy cardboard core into a waste bin. When the bin is full, another LGV collects it and deposits the cores into a shredder for recycling.
- F** The LGVs move at walking speed. Should anyone step in front of one or get too close, sensors stop the vehicle until the path is clear. The company has chosen a laser-guide function system for the vehicles because, as the project development manager says, “the beauty of it is that if you want to change the routes, you can work out a new route on your computer and lay it down for them to follow.” When an LGV’s batteries run low, it will take itself off line and go to the nearest battery maintenance point for replacement batteries. And all this is achieved with absolute minimum human input and a much reduced risk of injury to people working in the printing centres.
- G** The question newspaper workers must now ask, however, is how long will it be before the robots are writing the newspapers as well as running the printing centre, churning out the latest edition every morning?

### Part A Questions 22–33

Complete the flow chart below. Choose **NO MORE THAN THREE WORDS** from the passage for each answer. Write your answers in boxes 22 – 33 on your answer sheet.

#### The Newspaper Production Process

The newspaper is compiled at the editorial 22 \_\_\_\_\_ by the journalists.

The final version of the text is 23 \_\_\_\_\_ to the printing centre.