

● 剑桥雅思精练系列 ●

Cambridge IELTS Intensive Training Plan

IELTS



剑桥雅思阅读精练

◎ 杨 凡 编著

外语教学与研究出版社

FOREIGN LANGUAGE TEACHING AND RESEARCH PRESS

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前言 PREFACE

如何备考雅思阅读？考生们都知道做题很重要。但不能忽视的是，在做题时，要注意以下三点：

1. 做题前，先要掌握雅思阅读的方法和技巧。

雅思阅读考试是有很多规律可循的，掌握这些规律，是考生取得理想成绩的关键。很多考生在备考时盲目做题，既浪费了宝贵的备考时间，又不能取得好的效果。因此，阅读方法和各题型的答题技巧是本书的核心内容，将在本书的第二章和第三章分别作介绍。考生在做题前，应仔细阅读这两章，掌握雅思阅读的方法和技巧。

2. 要做与目前雅思考试风格一致的模拟题。

本书选用的例题和模拟题，从文章题材、难易程度、出题思路到答题方法都与实际的考试题目基本一致，做这些题目对考生们参加实际的雅思考试是最有帮助的。

3. 做完题后，要仔细地分析研究。

有的考生在做完一套题后，核对完答案，就完事大吉了。这是不对的。重点工作应放在试题分析上，也就是核对答案以后，要看某些题为什么做错了，为什么没有找到答案。即使是做对的题目，也有必要了解为什么“做对了”。本书给出了每个题目的详细答题过程，使考生既能知其然，又能知其所以然。考生阅读本书，就如同得到一位有经验的老师亲自辅导一样。

本书根据 20 天的复习量介绍如何准备雅思阅读考试。考生也可以根据自己的备考时间作出调整。

本书的作者从事雅思教学研究多年，每年在课堂上所教授的考生人数都逾万人。每期培训班上都有不少考生反映从阅读课上取得了较大的收获。但由于各种因素的限制，还有很多考生不能参加培训班。因此，作者根据多年讲课积累的经验，编写了这本书，系统而完整地总结了阅读方法和答题技巧，使考生通过阅读本书迅速提高雅思考试成绩。

祝广大考生雅思考试取得成功。

杨凡

2008 年 3 月 北京

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第一章 雅思阅读考试概述

一、考试时间与安排

雅思阅读考试的时间为 60 分钟，包括读文章、做题和把答案写在答题纸上，不像听力考试那样另外给 10 分钟让考生誊写答案。所以，大多数考生会感到时间很紧，有些考生甚至答不完题。

二、试题分类

雅思考试分为 A 类 (Academic, 即学术类) 和 G 类 (General Training, 即移民类)，两类考试的阅读试卷有相同之处，也有不同之处。

打算去英联邦国家留学的考生需要参加 A 类考试，准备移民去英联邦国家的考生需要参加 G 类考试。两种考试不能相互代替，在考试报名时，必须要确定参加哪一类。

三、试卷内容与结构

A 类和 G 类阅读考试的试卷内容都分为三部分。A 类是三篇长文章，每篇文章在 1000 词左右。G 类可能是三篇长文章，也可能第一部分是两至三篇短文章，第二部分是两篇中等长度的文章，第三部分是一篇长文章。

每次考试中 A 类和 G 类阅读文章的内容都不同。A 类的词汇量更大，句型更复杂，难度自然比 G 类大一些，一般至少有 1 分的差距。比如，考 A 类阅读得了 6 分，那么考 G 类阅读应该能得到 7 分。

但是，A 类和 G 类阅读考试的题型是相同的，解题方法和技巧也完全一致。所以，本书的讲解对 A 类和 G 类的阅读考试都适用。

四、阅读文章的题材与体裁

G 类的阅读文章主要来自于布告、广告、小册子、证明书、报纸、书籍和杂志等，内容涉及考生在英语国家生活和学习所必备的生存技能。

A 类的阅读文章主要来自于报纸和杂志，内容既涉及文化、历史、家庭、教育、交通、住房、环境和能源等社会方面的问题，又涉及动植物、地质、海洋、遗传、语言、空间和医学等科技与学术方面的问题。一般涉及社会问题的文章有两篇，涉及科技与学术方面的文章有一篇。体裁一般以议论文和说明文为主。

五、题目的数量

雅思阅读考试约有 40 道题,正好 40 道题的情况较为多见,有时也会有 38、39、41 或 42 道题。一般三个阅读部分的题目数量分布均匀,每部分有 11—15 道题。

六、评分标准

雅思阅读考试根据答对题目的数量来评定分数,不论难易,各题的分值是一样的。评分标准如下:

正确题数	分数
15—19	5
20—22	5.5
23—26	6
27—29	6.5
30—32	7
33—34	7.5
35—36	8
37—38	8.5
39—40	9

七、试题特点

与其他考试的阅读部分相比,雅思阅读有如下两个难点:

1. 阅读量。

这是同类考试(如四、六级、考研、托福)所不能比的,很多考生都做不完题。

2. 题型众多。

大大小小的题型加起来共 10 种,传统的四选一题型只占其中极少的一部分。不同的题型有不同的解题方法。

但是,雅思阅读考试的评分标准并不高:只要答对 20—22 道题,就能得 5.5 分;答对 23—26 道题,就能得 6 分。

总之,对于雅思阅读考试,考生只要有一定的基础,掌握正确的方法和技巧,做一定数量的练习,就能取得自己满意的分数。

第二章 双向式阅读法

一、双向式阅读法

雅思阅读考试的文章大都比较长，信息量比较大。这样一篇带着十余个题目的长文章摆在你面前，应该怎样阅读和做题呢？

先将文章从头到尾细读一遍，然后再做题，这种方法虽然准确率较高，但很费时间。使用这种方法，即使你的英语水平很好，通常在考试规定的时间内也做不完题。

下面详细介绍“双向式阅读法”。这种阅读方法的步骤如下：

1. 先读文章的标题；如果文章中有图片或图表，也应先看一下；如果文章中有小标题，应将小标题也看一下。

文章的标题肯定说出了文章的主要意思。因此，在做题前先读文章的标题，可以了解文章的主要内容。

很多雅思阅读考试的文章中会有图片或图表，这些都比较直观，也比较好理解。所以，先看一下这些内容，不但费不了多少时间，还能获取一些有用的信息。

例如，一篇文章的题目为“Your Moulex iron”，其中 iron 有“铁，熨斗”的意思。如果这篇文章中有一张熨斗的图，你一眼就会知道这是一篇关于熨斗的文章。

有的文章中各段落还有一个小标题。小标题能表明该段落的主要意思，所以，先将小标题看一下，有助于了解各段落的内容。

2. 先看题，再阅读。

先看题目，再到文章中去寻找答案。做题与阅读同时进行，题目做完了，文章也读完了。

雅思阅读考试最大的特点是题型众多，因此，掌握有效的答题技巧是成功应对雅思阅读考试的关键。关于各题型的答题技巧，在本书第三章中有详细的说明。

下面通过两篇文章，详细介绍一下“双向式阅读法”的应用。



READING PASSAGE 1

You are advised to spend about 20 minutes on Questions 15—28 which refer to the reading passage below.

NEW-AGE TRANSPORT

Computerised design, advanced materials and new technologies are being used to produce machines of a type never seen before.

It looks as if it came straight from the set of *Star Wars*. It has four-wheel drive and rises above rocky surfaces. It lowers and raises its nose when going up and down hills. And when it comes to a river, it turns amphibious: two hydrojets power it along by blasting water under its body. There is room for two passengers and a driver, who sits inside a glass bubble operating electronic, aircraft-type controls. A vehicle so daring on land and water needs windscreen wipers—but it doesn't have any. Water molecules are disintegrated on the screen's surface by ultrasonic sensors.

This unusual vehicle is the Racoon. It is an invention not of Hollywood but of Renault, a rather conservative French state-owned car maker, better known for its family hatchbacks. Renault built the Racoon to explore new freedoms for designers and engineers created by advances in materials and manufacturing processes. Renault is thinking about startlingly different cars; other producers have radical new ideas for trains, boats and aeroplanes.

The first of the new freedoms is in design. Powerful computer-aided design (CAD) systems can replace with a click of a computer mouse hours of laborious work done on thousands of drawing boards. So new products, no matter how complicated, can be developed much faster. For the first time, Boeing will not have to build a giant replica of its new airliner, the 777, to make sure all the bits fit together. Its CAD system will take care of that.

But Renault is taking CAD further. It claims the Racoon is the world's first vehicle to be designed within the digitised world of virtual reality. Complex programmes were used to simulate the vehicle and the terrain that it was expected to cross. This allowed a team led by Patrick Le Quement, Renault's industrial-design director, to 'drive' it long before a prototype existed.

Renault is not alone in thinking that virtual reality will transform automotive design. In Detroit, Ford is also investigating its potential. Jack Telnac, the firm's head of design, would like designers in different parts of the world to work more closely together, linked by computers. They would do more than style cars. Virtual reality will allow engineers to peer inside the working parts of a vehicle. Designers will watch bearings move, oil flow, gears mesh and hydraulics pump. As these techniques catch on, even stranger vehicles are likely to come along.

Transforming these creations from virtual reality to actual reality will also become easier, especially with advances in materials. Firms that once bashed everything out of steel now find that new alloys

or composite materials (which can be made from mixtures of plastic, resin, ceramics and metals, reinforced with fibres such as glass or carbon) are changing the rules of manufacturing. At the same time, old materials keep getting better, as their producers try to secure their place in the factory of the future. This competition is increasing the pace of development of all materials.

One company in this field is Scaled Composites. It was started in 1982 by Burt Rutan, an aviator who has devised many unusual aircraft. His company develops and tests prototypes that have ranged from business aircraft to air racers. It has also worked on composite sails for the America's Cup yacht race and on General Motors' Ultralite, a 100-mile-per-gallon experimental family car built from carbon fibre.

Again, the Racoon reflects this race between the old and the new. It uses conventional steel and what Renault describes as a new 'high-limit elastic steel' in its chassis. This steel is 30% lighter than the usual kind. The Racoon also has parts made from composites. Renault plans to replace the petrol engine with a small gas turbine, which could be made from heat-resisting ceramics, and use it to run a generator that would provide power for electric motors at each wheel.

With composites it is possible to build many different parts into a single component. Fiat, Italy's biggest car maker, has worked out that it could reduce the number of components needed in one of its car bodies from 150 to 16 by using a composite shell rather than one made of steel. Aircraft and cars may increasingly be assembled as if they were plastic kits.

Advances in engine technology also make cars lighter. The Ultralite, which Scaled Composites helped to design for General Motors, uses a two-stroke engine in a 'power pod' at the rear of the vehicle. The engine has been developed from an East German design and weighs 40% less than a conventional engine but produces as much power. It is expected to run cleanly enough to qualify as an ultra-low emissions vehicle under California's tough new rules.

Questions 15—19

Choose the appropriate letters A—D for each question and write them in boxes 15—19 on your answer sheet.

15 How does the Racoon cross water?

- A It swims.
- B It raises its nose.
- C It uses hydrojets.
- D It uses its four-wheel drive.

16 What is Renault most famous for?

- A startlingly different cars
- B family cars
- C advances in design
- D boat and train design

17 Why will Boeing not need a replica of the 777?

- A It can use computers to check the design.
- B It already has enough experience with plans.
- C It will only need to upgrade the replica of the previous model.
- D It can make sure all the bits fit together.

18 How did Renault test drive the Racoon?

- A over rocky terrain
- B in actual reality
- C over French country roads
- D in virtual reality

19 Which of the following is **NOT** mentioned as an ingredient of a composite?

- A oil
- B resin
- C glass
- D steel

Questions 20—22

Using **NO MORE THAN THREE WORDS**, complete the following statements.

Write your answers in boxes 20—22 on your answer sheet.

20 One future design feature of the Racoon might be a

21 In the future cars might be put together like

22 The advantage of the Ultralite engine is that it is 40% than other car engines.

Questions 23—28

These five companies are mentioned in the reading passage.

Which company is each of the following design features associated with?

Write the letters for the appropriate company in boxes 23–28 on your answer sheet.

SC	if it is Scaled Composites
R	if it is Renault
GM	if it is General Motors
F	if it is Fiat
B	if it is Boeing

23 a power pod

24 electronic controls

25 a composite body

26 elastic steel

27 aircraft prototypes

28 ultrasonic sensors

对于上面提供的这篇文章和题目，如何使用“双向式阅读法”阅读和答题呢？

首先，阅读文章的标题：New-age transport（新时代的交通）。然后，开始依次答题，即先读题目，再到文章中去找答案，一题一题地答。



答案与详解

15—19 题型：选择题（四选一）

15. C

先读题目，题目中的关键词是 Racoon。Racoon 在原文第二段的第一句第一次出现：

This unusual vehicle is the Racoon.

this 是代词，指代前面出现的名词，所以第一段描述的都是 Racoon 的特点。阅读第一段，其中有一句：

And when it comes to a river, it turns amphibious: two hydrojets power it along by blasting water under its body.

题干中的关键词 cross water 和文章中的 comes to a river 对应，two hydrojets power it along by blasting water under its body 与选项 C 的意思一致，故此题应选 C。

16. B

先读题目，题目中的关键词之一是 Renault。然后承前继续阅读文章，可以发现，原文第二段中有这样一句：

...Renault, a rather conservative French state-owned car maker, better known for its family hatchbacks.

题干中的另一个关键词 most famous for 和原文中的 better known for 对应，而原文中的 family hatchbacks 和选项 B 中的 family cars 意思一致，所以答案应为 B。

17. A

先读题目，题目中的关键词是 Boeing 及 777。然后承前继续阅读文章，找到原文第三段中的最后两句：

...Boeing will not have to build a giant replica of its new airliner, the 777, to make sure all the bits fit together. Its CAD system will take care of that.

此题易误选 D，因为原文中 to make sure all the bits fit together 实际上是表示目的的，而题目问的是原因。而且，选项 D 与原文用词一致，但正确选项一般应是原文的改写。正确答案应来自：Its CAD system will take care of that. CAD 的解释在该段第二句，故此题应选 A。

18. D

先读题目，然后承前继续阅读文章，可以在第四段找到正确答案，即选项 D。

19. A

先读题目，然后承前继续阅读文章，可以发现选项 B、C、D 在第六段中都被提及。注意，题干中有 NOT，所以正确答案应为 A。

20—22 题型：完成句子题

20. small gas turbine

先读题目，然后承前继续阅读文章，确定本题的答案。由倒数第四段的第一句可知，这一段主要是关于 Scaled Composites 公司的。而题目中的关键词 Racoon 不是该公司的车型，而是 Renault 公司的（由前面的选择题可知），所以答案不应在这段。再看下一段（倒数第三段），该段第一句中有 Racoon，所以答案在此段的可能性很大。仔细读这一段，会从第二句中找到 high-limit elastic steel，实际上这一句与题目没有任何对应关系。正确答案应来自该段的最后一句：

Renault plans to replace the petrol engine with a small gas turbine...

其中 plans 对应题目中的 might be, 都是含有不确定意义的词, 所以答案是 small gas turbine。

21. plastic kits

先读题目, 然后承前继续阅读文章, 确定本题的答案。答案来自倒数第二段的最后一句:

Aircraft and cars may increasingly be assembled as if they were plastic kits.

may 对应题目中的 might, assembled 对应题目中的 put together, 所以答案是 plastic kits。

22. lighter

先读题目, 根据“40%”这个词可以比较容易定位到最后一段中的这样一句:

The engine has been developed from an East German design and weighs 40% less than a conventional engine but produces as much power.

似乎不太好确定答案, 因为答案不能超过三个词。但分析这句话的意思, 可以发现答案出现在该段的第一句, 即 lighter 一词。

23—28 题型: 搭配题 (事物及其特征搭配)

先看题目的要求, 选项是一些公司的名字, 题目是一些设计特点。将题目从头到尾看一遍, 题目中的词都比较专业, 比较生僻。不用紧张, 原文中出现的可能就是这些原词, 比较好找。另外, 选项都是专有名词, 因此在阅读原文时要注意大写字母。

23. GM

答案在最后一段。原文为:

...Scaled Composites helped to design for General Motors, uses a two-stroke engine in a 'power pod' at the rear of the vehicle.

SC 帮助 GM 设计了 power pod, 答案应为 GM 而不是 SC。一般来说, 在原文中离题目关键词最近的选项是正确选项, 此题中 GM 离 power pod 更近。

24. R

答案由第一段和第二段的第一句可得出。

25. F

答案在倒数第二段。

26. R

答案在倒数第三段的第二句。

27. SC

答案由倒数第四段的前三句可得出。

28. R

答案由第一段和第二段的第一句可得出。

到此，这篇文章的题目就全部做完了，文章也基本读完了。这就是“双向式阅读法”的本质：边做题，边读文章。题目做完了，随着把文章也读完了。

下面，再用“双向式阅读法”阅读另一篇文章和答题。



READING PASSAGE 2

You are advised to spend about 20 minutes on Questions 1–17 which are based on the reading passage.

LIVING EXPENSES—A GUIDE FOR OVERSEAS STUDENTS

In the mid-1990s it is estimated that a student living alone requires on average AS\$12,000 in living expenses for each year of study. Of course, these costs increase with time.

Upon arrival, students should have funds in excess of the average to cover the cost of textbooks and establishment expenses such as rental bond payment and basic furniture items. The amount spent on food, recreation, and entertainment expenses will vary according to requirements, budget, and location.

Those who are prepared to live in shared accommodation, which may not be suitable for all, might manage on AS\$10,000 per year. It is preferable for overseas students whose English is in need of practice to take advantage of live-in situations with native speakers whenever possible. However, sharing with friends who are easy to communicate with is probably more sensible at first.

The above figures do not include the cost of large non-essential items such as household equipment or

a car. Owning and maintaining a motor vehicle is expensive in Australia. Insurance is compulsory and costly, and parking both on and off campus can be a problem requiring additional expense. It is not advisable for a student to own a car unless it is absolutely necessary. A reasonable second-hand car can cost in excess of AS\$4,000.

Educational institutions are almost always serviced by reliable public transport. The university and college campuses within the major cities are well served by public buses. In addition, the larger cities have extensive train systems. For example, in Sydney, most college and university campuses are only 10 or 20 minutes from a rail station.

The summer vacation requires special financial planning. Expenses for this period must be carefully estimated and added to costs for the academic year in order to give a realistic total figure for the calendar year. They are not included in the estimated AS\$10,000—AS\$12,000 previously quoted. University eating facilities, and some university and college housing facilities, close during this time. As a general rule, international students should expect to spend at least as much on monthly living expenses during the summer as they do during the academic year.

Under present immigration regulations, international students are allowed to work up to 20 hours during term time and full-time during vacation. It is impossible for students to expect to earn sufficient funds working part-time to pay for tuition fees and living costs. While some students are able to supplement their funds with money from part-time and/or vacation work, such work is not always regular even when available, and this can contribute to anxiety and study problems. In general, it is unrealistic to start a course with insufficient funds in the hope that 'something will turn up'. Students should be aware that vacation work has become more difficult to find over the last few years, but those interested can contact the Commonwealth Employment Service or the Students' Union on campus.

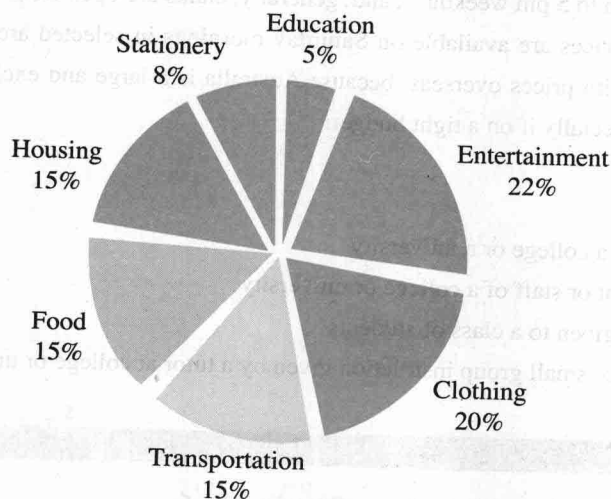


Figure 1. Student Expenses per Annum in Percentages