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大学英语六级
阅读题库

一本连试题和选项都翻译的阅读书

方振宇/主编
王毅/副主编

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- 试题答案全面翻译 字字能懂

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振宇英语
Zhenglish
To Be No.1

大学英语六级阅读题库

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在路上

只为一次过六级（代序）

远方并非遥不可及，我们的脚步不曾停歇；巅峰并非高不可攀，梦想还在路上。

很喜欢一句话：脚踏实地，仰望星空。也很喜欢美国盲人“天才歌手”史蒂夫·汪德在《阳光地带》中唱到的美丽而伤感的歌词：Like a long lonely stream, I keep running towards a dream. 当英语六级或多或少赋予在校大学生“国考”的意义时，我们在路上多了一个目标：一次过六级！

我在一个个美丽的校园遇到一个个青春飞扬的大学生，我羡慕他们张扬的青春与光荣的梦想。我在多场演讲中与他们分享的一个词是“在路上”，但这并非因为杰克·凯鲁亚克，不是因为他的《在路上》，我也不是 Beat Generation。在路上是我们的生存状态，是一种宿命，难以选择，难以逃避。这如同大家并不一定很喜欢却又难以抗拒的六级考试。

在路上，是在命运的门槛等待。每个人都在等待，有的人等到了，有的人等错了，有的人等空了，还有的人一生都在等待。这如同塞缪尔·贝克特《等待戈多》散发的人生思考与哲学魅力。面对明天的六级考试，脚踏实地、精心准备的等待是有必要的，尽管那个在考试中叫 PASS 的戈多不知是来还是不来？

忙碌前行的生活，无论是蛰伏在校园还是游走在社会，不要左顾右盼，只需勇往直前。我们不知道自己明天会怎样，我们也不去想明天会去往哪里，只需充实地活在当下就好。每天起床，想想自己还能看到光灿灿的朝阳，还能闻到麦苗拔节的声音，告诉自己这就是生命的感动。因为，我们一直很感慨于阿甘妈妈对小阿甘说的那句话：“Life is like a box of chocolates, you will never know what you're gonna get.”面对英语六级又何尝不是这样？心态很重要，我们平和地面对这场对你也许还很重要的考试吧。

我曾经是个旅行家，在滇西北美丽的香格里拉，在高高的藏南，在原始的山村篝火中，拾回了都市匮乏已久的人性；我也曾在“母亲河”“父亲河”的腹地中穿行，在大自然的怀抱，感受到了大自然博大宽容的爱；也曾经在塞纳河畔埃菲尔铁塔前等待那份前世的缘那个三生三世的芸娘；也曾在威尼斯的贡多拉小船上或在莱茵河边迷失

了我的脚，忘了家乡的味道；更不能忘记那个面积只有1.95平方公里的摩纳哥的赌场和荷兰阿姆斯特丹的红灯区，体味光怪陆离的异域风情……在路上，需要永远做真实自己的勇气。正是在路上，我找回了自己，质朴而纯真。自信很重要，面对人生的每一场考试，轻松上阵，就像在最美的风景区闲庭信步。

在路上，需要有知足常乐的心态。我一直告诉自己：幸福与金钱与地位与成就无关。幸福是一种快乐的心态。富兰克林说："有房可居，有田可耕，有妻可人，此生足矣。"中国古人也说过："薄酒可以忘忧，丑妇可以白头，徐行不必驷马，称身不必狐裘。"面对一次次挑战，不要有太多抱怨。也许你词汇不够，也许你语法还没有完全过关，也许你翻译还差点意思，这些都不重要，重要的是以"知足常乐"的心态完成一场考前的精心准备。

在路上，我与书同行。我感慨书香人生的伟大与不易。考试只是大学生活中一个个小插曲，读书和做练习并不单单是为这一次考试，更重要的是在书香中分享成长的汗水与喜悦。好好读读我们为你准备的这几本四六级图书，当作为考试精心准备点什么，也当作在成长的路上留下点什么！

在路上，我们是肩负使命勇敢向前的朝圣者。感谢每一个关心支持振宇英语的朋友，感谢为振宇英语奉献热情和智慧的振宇英语团队，我因你们而感慨生命更加多姿多彩、书香人生更加春意盎然。

远方并非遥不可及，我们的脚步不曾停歇；巅峰并非高不可攀，梦想还在路上。

10年专注，只做精典。这是振宇英语给广大英语四六级备考朋友的一句承诺，它朴实简单，却厚重真实。在路上，我期待分享广大读者朋友更多的喜悦、精彩与成功。

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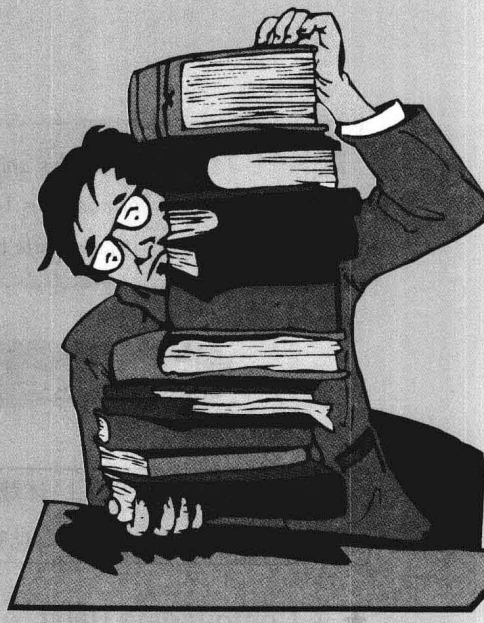

第一部分

大学英语六级考试快速阅读题库精选

Unit 1

DIRECTIONS: *In this unit, you will have 30 minutes to go over the two passages quickly and answer the questions. For questions 1-7, choose the best answer from the four choices marked A), B), C) and D). For questions 8-10, complete the sentences with the information given in the passage.*

Passage 1 An old brain in a new world

难度系数	题材归类	体裁归类	字数统计	建议读时	建议延伸阅读题源
★★★★	科学医学	说明文	1272	11 分钟	New Scientist《新科学家》

✦ A Confounding Habit

Shadowed by peril as we are, you would think we'd get pretty good at distinguishing the risks likeliest to do us in from the ones that are statistical long shots. But you would be wrong. We agonize over avian flu(禽流感)which to date has killed precisely no one in the U. S. , but have to be cajoled into getting vaccinated for the common flu, which contributes to the deaths of 36,000 Americans each year. We wring our hands over the mad cow pathogen(病原体) that might be (but almost certainly isn't) in our hamburger and worry far less about the cholesterol(胆固醇)that contributes to the heart disease that kills 700,000 of us annually.

We pride ourselves on being the only species that understands the concept of risk, yet we have a confounding habit of worrying about mere possibilities while ignoring probabilities, building barricades against perceived dangers while leaving ourselves exposed to real ones. At the same time, 20% of all adults still smoke; nearly 20% of drivers and more than 30% of backseat passengers don't use seat belts; two-thirds of us are overweight or obese. We dash across the street against the light and build our homes in hurricane-prone areas—and when they're demolished by a storm, we rebuild in the same spot. Sensible calculation of real-world risks is a multidimensional math problem that sometimes seems entirely beyond us. And while it may be true that it's something we'll never do exceptionally well, it's almost certainly something we can learn to do better.

✦ What is wrong with our brain?

Part of the problem we have with evaluating risk, scientists say, is that we're moving through the modern world with what it is in many respects, a prehistoric brain. We may think we've grown accustomed to living in a predator-free environment in which most of the dangers of the wild have been driven away or fenced off, but our central nervous system—evolving at a glacial pace—hasn't got the message.

To probe the risk-assessment mechanisms of the human mind, Joseph LeDoux, a professor of neuroscience at New York University and the author of The Emotional Brain, studies fear pathways in laboratory animals. He explains that the jumpiest part of the brain of mouse and man—is the amygdala, a primitive, almond-shape clump of tissue that sits just above the brain-stem. When you spot potential danger—a stick in the grass that may be a snake, a shadow around a corner that could be a mugger—it's the amygdala that reacts the most dramatically, triggering the fight-or-flight reaction that pumps adrenaline(肾上腺素) and other or hormones into your bloodstream.

It's not until a fraction of a second later that the higher regions of the brain get the signal and begin to sort out whether the danger is real. But that fraction of a second causes us to experience the fear far more vividly than we do the rational response—an advantage that doesn't disappear with time. The brain is wired in such a way that nerve signals travel more readily from the amygdala to the upper regions than from the upper regions back down. Setting off your internal alarm is quite easy, but shutting it down takes some doing.

"There are two systems for analyzing risk: an automatic, intuitive system and a more thoughtful analysis," says Paul Slovic, professor of psychology at the University of Oregon. "Our perception of risk lives largely in our feelings, so most of the time we're operating on system No. 1."

There's clearly an evolutionary advantage to this natural timorousness. If we're mindful of real dangers and flee when they arise, we're more likely to live long enough to pass on our genes. But evolutionary rewards also come to those who stand and fight, those willing to take risks—and even suffer injury—in pursuit of prey or a mate. Our ancestors hunted mastodons and stampeded buffalo, risking getting trampled for the possible payoff of meat and pelt. Males advertised their reproductive fitness by fighting other males, willingly engaging in a contest that could mean death for one and offspring for the other.

These two impulses—to engage danger or run from it—are constantly at war and have left us with a well tuned ability to evaluate the costs and payoffs of short-term risk, say Slovic and others. That, however, is not the kind we tend to face in contemporary society, where threats don't necessarily spring from behind a bush. They're much more likely to come to us in the form of rumors or news broadcasts or an escalation of the federal terrorism-threat level from orange to red. It's when the risk and the consequences of our response unfold more slowly, experts say, that our analytic system kicks in. This gives us plenty of opportunity to overthink—or underthink—the problem, and this is where we start to bollix things up.

✦ Why We Guess Wrong

Which risks get excessive attention and which get overlooked depends on a hierarchy of factors. Perhaps the most important is dread. For most creatures, all death is created pretty much equal. Whether you're eaten by a lion or drowned in a river, your time on the savanna is over. That's not the way humans see things. The more pain or suffering something causes, the more we tend to fear it; the cleaner or at least quicker the death, the less it troubles us. "We dread anything that poses a greater risk for cancer more than the things that injure us in a traditional way, like an

auto crash," says Slovic. "That's the dread factor." In other words, the more we dread, the more anxious we get, and the more anxious we get, the less precisely we calculate the odds of the thing actually happening. "It's called probability neglect," says Cass Sunstein, a University of Chicago professor of law specializing in risk regulation.

The same is true for, say, aids, which takes you slowly, compared with a heart attack, which can kill you in seconds, despite the fact that heart disease claims nearly 50 times as many Americans than aids each year. We also dread catastrophic risks, those that cause the deaths of a lot of people in a single stroke, as opposed to those that kill in a chronic, distributed way. "Terrorism lends itself to excessive reactions because it's vivid and there's an available incident," says Sunstein. "Compare that to climate change, which is gradual and abstract."

Unfamiliar threats are similarly scarier than familiar ones. The next K. coli outbreak is unlikely to shake you up as much as the previous one, and any that follow will trouble you even less. In some respects, this is a good thing, particularly if the initial reaction was excessive. But it's also unavoidable given our tendency to habituate to any unpleasant stimulus, from pain and sorrow to a persistent car alarm.

The problem with habituation is that it can also lead us to go to the other extreme, worrying not too much but too little. Sept. 11 and Hurricane Katrina brought calls to build safe walls against such tragedies ever occurring again. But despite the vows, both New Orleans and the nation's security apparatus remain dangerously leaky. "People call these crises wake-up calls," says Dr. Irwin Redlener, associate dean of the Mailman School of Public Health at Columbia University and director of the National Center for Disaster Preparedness. "But they're more like snooze alarms. We get agitated for a while, and then we don't follow through."

1. What is the passage mainly about?

A. How our brain reacts to different dangers.

B. What should we do to make our brain healthy.

C. Why our brain makes wrong decisions judging different dangers.

D. How our brain assesses different dangers.

2. According to the author, once we weigh too much about the mere possibilities, we can _____.

A. always realize the real dangers

B. overlook the real dangers yet

C. kick a confounding habit

D. understand the concept of risk

3. Professor Joseph LeDoux studies fear pathways in laboratory animals in order to _____.

A. calculate the real-world risks

B. probe whether the amygdale is the jumpiest part of the brain

C. create a good living environment for animals

D. probe the risk-assessment mechanisms of the human mind

4. What does the author say about the amygdale?

A. It is located below the brain-stem.

B. It can pump adrenaline and other or hormones into your bloodstream.

C. If you are in danger, it can make dramatic reaction.

D. It can be found only in humans.

5. Who are not most likely to live long enough to pass on their genes according to the author?
   A. Those who are healthy and powerful enough.
   B. Those who can get away from real dangers in time.
   C. Those who are willing to take risks and fight.
   D. Those who pursue prey or a mate bravely.
6. According to some experts, when the risk and the consequences of our response unfold more slowly, _____.
   A. we begin to analyse the threat.　　B. we perceive the dangers.
   C. we escalate the threat level.　　D. we start to bollix things up
7. Slovic says that cancer poses a greater risk for people than auto crash because cancer _____.
   A. is more fatal than auto crash　　B. can't be cured at all
   C. is more painful than auto crash　　D. makes us dread more
8. When we get more anxious, we calculate the odds of the thing actually happening less accurately, which is called _____.
9. People sometimes tend to go to extremes because they have problem with _____.
10. Crises like Sept. 11 and Hurricane Katrina are called _____because they make people build defensive system against tragedies occurring again.

Passage 2　Auto Theft Turns Pro

难度系数	题材归类	体裁归类	字数统计	建议读时	建议延伸阅读题源
★★★	社会生活	说明文	1207	11 分钟	The New York Times《纽约时报》

✦ Auto "Chop Shops"

Every 28 seconds, somewhere in the United States a car is stolen. That's 1. 1 million vehicles a year. If your turn is next, chances are you will never get your car back. If you do, it possibly will have been stripped for parts. When Connecticut police showed a West Hartford owner his new Buick Riviera—minus fenders, hood, doors and wheels—he wept.

Back in the 1960's, when joy riders did most of the stealing, nearly 90 percent of the cars were quickly recovered. Today, with professionals running this $1.7-billion-a-year racket or business, roughly 496,000, or close to 45 percent, "disappear" for good. Most are dismantled in "chop shops," where cars are cut into spare parts for resale.

The market in hot parts is bigger than ever, because the demand—for spare doors, fenders, front hoods and so on—far outstrips the supply. Ever since the 55-mile-an-hour speed limit went into effect, damage in accidents has diminished, with the result that fewer cars end up in the junk heap to become a legal source of spare parts. The current depressed state of the economy has also

increased the demand for parts, since people are keeping their cars longer.

The professional car thief works on order. Say the front end of a salesman's Chevrolet is damaged in an auto accident. He takes the car to a nearby body shop where a "nose job," a replacement front-end assembly, is recommended. He is told that it's "cheaper and quicker than banging it all out."

The body man calls his local parts dealer, who is linked to one of two hundred salvage "hot lines." There is nothing dishonest in this; it happens every day. But on that line, according to Russell McKin-non, executive vice president of the Automotive Dismantlers and Recyclers Association, there may be a crook(骗子) fencing for an auto-theft ring. For the crook, that phone call is "one on the wall"—an order to steal.

That night, for an easy few hundred dollars, a young hoodlum(强盗)hunts down residential streets and through parking lots for the right color and model Chevrolet. Two-thirds of all auto thefts take place at night and over half occur in residential areas. In his jacket, the thief carries a long, flexible metal strip with a hooked end. He slips it between the closed window and door frame to unlock the car. Once inside, he slides a long, thin saw into the steering column to break the ignition lock, or uses a "dent puller"—a tool used in repair shops to straighten dents—to pop the lock. A good car thief can get a car moving in a minute.

Later, at the chop shop, a crew armed with acetylene torches, crowbars and screwdrivers cuts the car up within an hour for a quick high-yield profit. The front end brings $1500 to $2500 for economy cars, $5000 to $7000 for new luxury models. Doors are worth $50 to $500 each.

Often crooks simply throw the rest of the car away. Or they may leave it with a complacent junkyard dealer who destroys traceable parts and then sells the rest of the body and frame for scrap(废料).

Sometimes the crooks do not move fast enough, and police raid a cutting plant. When the Boston police raided a Roxbury taxi and auto-body service, they recovered vehicles and stripped parts— Chevrolet doors, a dozen transmissions, engines, radiators and seats—worth $500,000.

✦ Auto VIN

Despite the lucrative and growing demand for stolen parts, many rings prefer to keep cars intact. In New York City, one racketeer stole 21 cars and started a rent-a-car business. Detroit poachers stole 23 cars, including three police cars, and used them to expand a taxicab company.

A Los Angeles operation, dealing mainly in Mercedes-Benzes, racked up $1. 2 million in resales before the police broke it up.

Some 100,000 hot cars are shipped overseas each year. The best customers are Caribbean, Latin American and oil-rich nations. A new Ford LTD, retailing here for about $10,000, brings $20,000 in Mexico. A $26,000 Mercedes sells for over $100,000 in Algeria.

But if stealing cars is no sweat, providing them with "paper" is a test of ingenuity. Every vehicle manufactured must have a vehicle identification number (V1N)—it will look something like "IH57H5Z401067"—stamped on the engine or transmission. In addition, since 1969 a tag is usually affixed to the top left corner of to the instrument panel cover. The VIN is the single most important clue in tracing a stolen car.

In one common gambit(计谋), a thief will buy a wreck from a junkyard to get its title and VIN. The crook then steals an identical car. Armed with the title and VIN, he replaces the stolen car's number with the one from the wreck. Then the stolen car can be registered or sold to an unsuspecting buyer.

In all, car theft cost us $4 billion in 1980, including the value of the cars stolen and the cost of trying to recover them. According to Denis M. Cavanagh, the FBI's specialist in auto thievery, "The number of auto-theft rings is definitely on the increase." To make matters worse, the mob has moved in. Over the past ten years, 24 gangland executions in the Chicago area alone have been linked to auto-racket takeovers.

✦ Auto thefts can be curbed

Yet the authorities—the FBI, state and local police—agree that auto thefts can be curbed. Here's what the government, and you as an individual, can do:

• Says Russell McKinnon, "We must create an audit trail that will allow police to trace the movement of a vehicle or major part from the time it leaves the original owner until it runs through a scrap processor." For instance, salvage dealers should be required to maintain scrap-vehicle manifests. Then a purchaser of parts would get a receipt bearing the VIN of the vehicle from which each part came. This would enable police to spot-check a dealer's inventory for illegal stock.

• The government should automatically revoke titles on all junkyard vehicles and provide a salvage certificate (valid only for junkyard use) instead.

• A car owner shouldn't depend on the VIN marks already in place. A good idea is to etch the VIN, or your own special "brand", in several hard-to-find spots, using an engraving pencil, or scratch it under the hood or trunk. Even dropping business cards into door interiors can help. One half-stripped auto was identified when the owner recalled that he had used a piece of shoe box as a washer under the transmission plate.

The FBI and the police can bust individual car-theft rings. But without significant citizen involvement, these authorities will make only a small dent in this ever-increasing racket. "We can stop auto theft only if we eliminate the market," says Paul W. Gilliland, president of the National Auto Theft Bureau.

Auto theft is a billion-dollar industry because we let it be—by leaving cars unlocked, by patronizing unscrupulous dealers, by providing a market for fences. If we make theft difficult, resale impossible and detection certain, this criminal industry will collapse.

1. What happened to the Buick Riviera when Connecticut police found it?

A. It had been recovered by its owner.　　B. It had been stripped for parts.

C. It was on sale.　　D. It had been sold by the thieves.

2. Which of the following is NOT the reason that the demand for car spare parts increases?

A. The number of cars being a legal source of spare parts has decreased.

B. Fewer cars wind up in junk heap.

C. The market in spare parts is bigger than before.

D. People keep their cars longer because of the depressed economy.

3. What does the body shop suggest the salesman to do after his Chevrolet is damaged?

A. Have the front end replaced.
B. Sell the Chevrolet and buy another one.
C. Have the front end repaired.
D. Throw the Chevrolet away.

4. The author takes an example of the salesman's experience at the body shop to prove that _____.

A. the body shop can repair the salesman's car
B. the body shop is not a good place to repair cars
C. the salesman is fooled by the body shop
D. the members of the auto-theft ring act in good order with each other

5. How does the junkyard dealer do with the car left by the crooks?

A. He is paid to throw the rest of the car away.
B. He destructs the traceable parts of the car and then sells the rest for scrap.
C. He strips the car for parts.
D. He is paid to carry the rest of the car to the junk heap.

6. Why do many auto-theft rings prefer to keep cars intact?

A. Because selling the parts of the stolen cars is not profitable.
B. Because they don't know how to deal with the stolen parts.
C. Because they can make money by using the intact cars as taxicabs or for renting.
D. Because the demand for stolen parts is diminishing.

7. What can we learn from Paul W. Gilliland's remarks?

A. The authorities can stop auto theft on their own.
B. The individuals play important role in cracking down on auto theft.
C. We can collapse the auto-theft industry by eliminating the market for second-hand cars.
D. Whether auto theft can be stopped or not depends on the individual involvement.

8. One common practice for the crook is to buy a _____from the junkyard to get its VIN.

9. FBI can create an _____to trace the movement of a car or major part from the time it leaves the original owner.

10. A car owner should engrave his own special marks on some _____spots.

Passage 1 全译文解读与答案详解

核心词汇精华

① barricade *n.* 屏障，障碍
② glacial *adj.* 极其缓慢的
③ primitive *adj.* 简单的
④ tissue *n.* 组织
⑤ mugger *n.* 抢劫犯
⑥ habituate *v.* 使习惯