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To: IELTS Prep Group
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Lesson Objective

The student shall be able to use “power words” as part of their oral vocabulary, read and comprehend both social and business language and demonstrate effective oral communication skills

Section One

Vocabulary

Evaluation Criteria

- Ability to understand definitions of English vocabulary

MATCH THE WORD WITH THE CORRECT DEFINITION

VOCABULARY	DEFINITIONS
1. SYNDROME (Noun)	A. A law, rule, or other order prescribed by authority, especially to regulate conduct.
2. PROGRESSIVE (Adjective)	B. A lively or boisterous frolic.
3. ROMP (Noun)	C. To make or cause to become worse; diminish in ability, value, excellence, etc.; weaken or damage.
4. CONGESTIVE (Verb)	D. Expressing or implying restriction or limitation of application, as terms, expressions, etc.
5. RESTRICTIVE (Adjective)	E. To fill to excess; overcrowd or overburden; clog.
6. DISGRUNTLED (Adjective)	F. A group of symptoms which consistently occur together, or a condition characterized by a set of associated symptoms.
7. INVENTORY (Noun)	G. Displeased and discontented; sulky; peevish.
8. AUTONOMOUS (Adjective)	H. A complete listing of merchandise or stock on hand, work in progress, raw materials, finished goods on hand, etc., made each year by a business concern.
9. IMPAIRED (Verb)	I. (Of a vehicle) navigated and maneuvered by a computer, without a need for human control or intervention under normal road conditions.
10. REGULATION (Noun)	J. Favoring or advocating progress, change, improvement, or reform, as opposed to wishing to maintain things as they are, especially in political matters.

Section Two

Reading Comprehension and Pronunciation skills.

Evaluation Criteria

- Ability to effectively read and comprehend written English in a social or business environment.

ARTICLE 1

LITTLE GIRL WITH RARE DISEASE AND HER SERVICE DOG HAVE A SPECIAL FRIENDSHIP: 'I PRETTY MUCH LOVE EVERYTHING ABOUT HIM'

Source

- This past summer, Bella Burton, 11, was riding a bike and walking on her own for the first time – thanks to a lot of help from her best friend and adorable service dog George, a 137-pound Great Dane. Burton, a Woburn, Massachusetts, sixth-grader, has Morquio Syndrome, a rare inherited metabolic disorder that was diagnosed when she was 2.

The progressive genetic disease can lead to abnormal bone development and dwarfism, and make it hard to walk. Bella, just 42 inches tall, is not expected to grow much more, her mother, Rachel, tells PEOPLE. Until Bella got George 20 months ago, she had to rely on crutches and a wheelchair to get around. Then Bella learned to lean on George, a fun activity that's also strengthened her legs.



"We never thought she would be off crutches. And now she will go in the yard and play, even without George," Rachel says. "To see how much stronger she's gotten is awesome." Adds Bella, "I pretty much love everything about him." Since Bella's gotten George – who attends classes with her – she's also been happier. • Need a little inspiration? Click here to subscribe to the Daily Smile Newsletter for uplifting, feel-good stories that brighten up your inbox.

"He's always there for me," she says, "and whenever I'm feeling sad or something, he's always there. He knows, he just kind of comes over and leans over me." Bella and George's love for each other and their adventures are followed by more than 20,000 fans on their Facebook page.

Bella, who loves to swim, even got the water-shy George to enjoy boat rides and romps in the ocean this past summer.

Questions:

What kind of dog is George?

What does the Morquio Syndrome do to the body?

How many fans does Bella have on her Facebook Page?

- George joined Bella's family on January 19, 2015 from the Ipswich, MA-based Service Dog Project, which trained the gigantic pooch. The group has donated over 100 Great Danes to people with severe balance issues, according to its website.



George actually picked Bella. "Bella came her and spent a lot of time at the farm and she'd go in with all the dogs on the property and no one would give her the time of day," Megan Kokaras, a head trainer at the Service Dog Project, tells PEOPLE. "She stumbled upon George and there was an instant connection," she says. "She climbed into his loft [where he sleeps] and he put his paw on her leg and didn't want her to leave. "It was instant. George said, 'This is my person' and we ran with it from there. They were made for each other." After Bella began receiving a weekly infusion of an enzyme replacement therapy at Boston Children's Hospital in June 2014, George was at her side. (She now receives the infusions at home, says Rachel.)

George has also accompanied Bella for two recent short overnight hospital stays, and as dogs are apt to do, climbed into bed with her. On October 14, Bella returns to the hospital for reconstructive surgery on her right foot. George will be with her. "Bella was never really shy, but he's given her more confidence," Rachel says. "She feels she fits in better with her peers than when she was on crutches or a wheelchair. She feels more confident about herself. "Now that she has George, she feels more like a regular kid."



Questions:

Where did Bella's family get George?

Did Bella pick George?

What part of the body is Bella getting reconstructive surgery on?

ARTICLE 2

FOODS CARDIOLOGISTS REFUSE TO EAT

Source

- Cardiologists are humans and they, too, come in all shapes and sizes. They are, however, more aware of what goes into their bodies and how it affects, arguably, the most important organ. This is also why they say that following a proper diet alone won't reduce your risk of heart disease.



You can eat healthy foods only, but if you smoke a lot and are not physically active, you're not less likely to have congestive heart failure, Dr. Clyde W. Yancy, Chief of Cardiology in the Department of Medicine at Northwestern University, says.

Heart disease is the leading cause of death for both men and women in the U.S., according to the CDC, killing about 610,000 people in the U.S. every year—that's 1 in every 4 deaths. Every year about 735,000 Americans have a heart attack.

Better diet should be a part of a comprehensive healthy routine that includes more exercise and, most importantly, portion control, Dr. Yancy says. "It's not just about what we eat but also about the way we consume calories," he adds. "Moderation has successfully proven to be key to success."

Nobody can follow a super restrictive diet because then the brain will want to break it. This is just how it's chemically wired. "There is no absolute list of banned foods," he adds. Eating red meat is wrong only when you do it every day, and focusing on minimally-processed sugar-free and foods low in salt is always a good idea.

Questions:

How many people die of Heart Disease in the USA each year?

Does following a diet, without exercise and other life style changes, reduce your risk of heart disease?

Is exercise more important that the portion of food you eat?

ARTICLE 3

ALL OF THESE LIES CAR SELLERS TELL BUYERS ARE LEGAL

Source

1. I talk to disgruntled car buyers all day long at my law practice and can assure you I have heard every story about how car buyers get duped. The stories I hear often contain common and repeated themes. And by themes, I mean lies told by the seller. The problem is that most of the lies I hear about are not illegal. Which means you can't do much, if anything, about them. It is best to avoid falling for them in the first place. And here they are:



"This is a good price for the car." I hear quite often from buyers who paid too much for a car after not doing any research before they shopped and relied on the seller's word that the price they were getting was a good one. With the internet, there is no excuse for anyone to fall for this. Do your homework before you shop and know what a good price is before you set foot on the lot.

Questions:

The author of this article is a car dealer, yes or no?

Where does the author say a good place to learn about a good price for a car is?

2. "This is the last one in this area." Yes, the car you are looking at—regardless of how it is equipped—is the last one like it in the tri-county area. Better buy it fast! Nowadays, it is very easy for a dealer to look up inventory and find cars in the next county or several counties over and if need be, they can dealer-trade for anything if they are motivated to help you. If you hear this one, make a couple of phone calls and find out what other dealers have to say about it. You'd be surprised at how many of those "unique" cars are out there.

"This car runs well," and/or "We inspected it." Unless the seller took the car for a good shakedown test drive, he or she probably has no idea how that car runs—or any other cars on the lot for that matter. This is something they just say to hear themselves talk. And if they inspected it, who cares? They inspected it for their benefit, not yours. Sadly, I hear from at least one person a week who wants to know about suing a seller who "inspected" a used vehicle and talked the buyer out of doing an inspection because of it. You need to test drive the vehicle AND have it inspected by someone who knows what they are doing. Nothing the seller says can replace this.

Questions:

The passage says it is very easy to look up rules on selling cars, yes or no?

According to the passage, you should trust the car dealer if they tell you it has been inspected and is in good condition, yes or no?

3. "You are required to buy the following things along with your car." Usually this is said to sell you rust proofing, fabric protection, paint sealant and any number of other imaginary and unnecessary things dealers sell. It might also be used to pitch you GAP insurance or to try and get you to use the dealer's favorite lender for financing—when you can just as easily get your own financing from your credit union or bank. Just stand your ground on these.

"If you have problems, bring it back to us" [on a used car]. That as-is car you just bought has all kinds of things written about it in the papers they handed you at the sale. Nowhere did they write down, "Bring it back to us and we will fix it," did they?

That verbal statement of the seller will not negate all of those disclaimers. When the seller says this one, nod along but realize it is meaningless.

Questions:

What are some of the unnecessary things the car dealer tries to sell you?

Does a verbal commitment by the dealer mean anything?

4. "We'll give you top dollar on your trade." There is no way to prove or disprove this other than to shop around. Study what your car is worth, be reasonable, and find out who will give you the best deal.

Wondering how to protect yourself from the foregoing statements and lies told by dealers? Anytime the seller says anything you think is important, ask if they can add it into the Purchase Agreement. There is usually an "Other Terms" box precisely for things like this, if they intended to abide by them. Which they don't. And which is why they won't let you add it to the Purchase Agreement. But at least you can have a great moment when the salesperson has to back pedal and explain why his Oh-so-truthful statement or promise cannot be written down. You will also realize at that moment—before the deal is signed—what you can count on and what you cannot.

Questions:

What should you do for anything the seller says that you think is important?

Will the car dealer modify the Purchase Agreement for things you think are important?

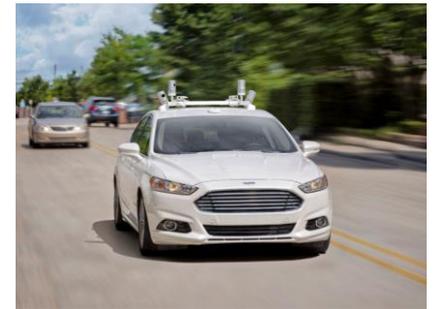
ARTICLE 4

HOW THE GOVERNMENT PLANS TO MAKE YOUR SELF-DRIVING CAR SAFER

Source

1. A self-driving car may someday have to decide between your life and the lives of others. But how should the car choose? If you don't know how to make that decision, that's okay — Washington doesn't either.

That's one big takeaway in a new, lengthy document from the Department of Transportation that lays out options to make autonomous vehicles safer—and represents the most public sign of the attention self-driving cars are getting from politicians despite their inability to vote.



Over just the past three months, a Tesla driver died when his car's autopilot software failed to detect a turning tractor-trailer, Ford (F) began showing off its own autonomous (and exceedingly polite) vehicles, Lyft founder John Zimmer predicted that the majority of that ride-hailing service's trips would involve self-driving cars by 2021, and Uber launched a trial of self-driving cars in Pittsburgh—in which human drivers remain seated upfront, just in case.

It's enough to make Google, once the most public advocate of driverless cars, look like it's falling behind. The rapid progress has also left government policy makers and auto-industry lawyers with their own catching up to do.

Questions:

What does the document from Department of Transportation talk about?

When did Lyft found John Zimmer predict that self-driving ride hailing services would be the majority?

2. On Tuesday, the Obama administration set out its plan to bring national oversight to self-driving cars that, as President Obama argued in a Pittsburgh Post-Gazette op-ed, bring such benefits as "safer, more accessible driving" and "less congested, less polluted roads."

Remember, we human drivers aren't as good as we think. US motor-vehicle crashes killed 35,902 people in 2015, and driver choice or error caused 94% of those accidents. The Department of Transportation's proposed framework, as outlined in a 116-page National Highway Traffic Safety Administration document, stresses guidance over regulation.

NHTSA's recommended "Safety Assessment" covers 15 criteria, from "Data Recording and Sharing" to "Object and Event Detection and Response." The agency doesn't stipulate metrics and in some cases tosses the hard choices for "Highly Automated Vehicles" to the industry.

For example, under "Ethical Considerations," the paper shies away from a bright-line rule like, say, "A self-driving car may not injure a human being or, through inaction, allow a human being to come to harm." Instead, it admits that when a self-driving car can only protect one person at the cost of another, its programming "will have a significant influence over the outcome for each individual." Yes, it will.

NHTSA counsels against expecting people to take over after a software malfunction: "human drivers may be inattentive, under the influence of alcohol or other substances, drowsy or physically impaired in some other manner."

That's something Google learned early on, when it found that Google employees who'd volunteered to test self-driving cars started ignoring the road — even though cameras in test cars recorded their behavior.

Questions:

What benefits does President Obama think self-driving cars brings to society?

What was the percentage of driver choice or error related accidents in 2015?

3. Today, car manufacturers certify their own vehicles, after which NHTSA conducts spot checks and, if necessary, orders recalls. The paper devotes much of its length to exploring other alternatives, from the kind of pre-market testing the Federal Aviation Authority does to certify each new aircraft type to intermediate levels of regulation that might involve third-party testing.

My own prediction: NHTSA will gravitate towards enforcement mechanisms that don't require new legislation, since we've all seen how inefficient Congress can be at moving forward with tech policy.

A panel discussion at a conference in New York revealed other potential complications, most involving the information that a self-driving or only partially-autonomous car must handle to do its job.

"Autonomous vehicles create and generate an enormous amount of data," said Allison Hoff Cohen, managing counsel at Toyota (TM). For self-driving cars to take off, she said, that data must stay private by default — with clear customer incentives for any disclosure you might make.

Who would want that data? Car-insurance firms, for one. For years, some have offered discounts to motorists willing to have their driving habits tracked; panel moderator Jonathan Beckham, a lawyer with Greenberg Traurig, suggested insurers would line up to offer additional benefits if they could get more insight about drivers of partially autonomous vehicles.

Questions:

Who is responsible for certifying the self-driving cars?

Self-driving cars do not generate very much data, true or false?