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| **SỞ GIÁO DỤC VÀ ĐÀO TẠO**  **THANH HÓA**  ĐỀ CHÍNH THỨC  *(Đề thi có 10 trang, gồm 70 câu)* | **KỲ THI CHỌN HỌC SINH GIỎI CÁP TỈNH**  **NĂM HỌC 2025**-**2026**  **Môn thi: TIẾNG ANH - THPТ**  *Thời gian làm bài: 90 phút, không kể thời gian phát đề* |
| **Họ, tên thí sinh:** ..........................................................................  [**Mã đề thi 8006**](https://s.shopee.vn/3q2HVw2kgo)  **Số báo danh:** ............................................................................... | |

## Part 1.

Thanks everyone for coming out tonight, despite it being so bright and pleasant out. And thank you for offering to help with running our village fate. We’re only three days away from the serious fate, and hopefully the weather on the big day Saturday the 19th will be just as good as today. Currently the forecast is calling for 22 degrees and plenty of sunshine. Let’s hope that holds true.

This year’s village fate is an aid of repairing the roof in the village hall. We need to raise a total of £4,000 to pay for the roof repairs. That’s our overall target. Last year we sold 400 tickets for adults at £5 each, plus 300 discounted tickets for children, students and pensioners at £2.50 each. That comes to a total of £2,750 from ticket sales alone. Assuming similar figures this year, we’ll need to bring in a minimum of £1,250 from the games and food sales to hit our overall target.

In terms of the kids’ games, there are quite a few. The balloon burst, the chocolate throw, and of course, the always popular ladder game where players throw beanbags in between the rungs of a ladder laid out on the ground. Last year’s fate, the chocolate throw was the best liked and most played of the kids’ games and we expect it to be the same again this year. The kids throw penny and it must land and stay on a chocolate bar. If it does, they win the chocolate. It’s harder than it sounds. Last year we charged 50p per throw and we made £400 from that game alone.

## Part 2.

**Interviewer:**These days we all know that time is money.  People don’t want to waste a moment of their lives travelling when they could be working, or let’s face it, relaxing on holiday. So with this in mind, why is the London-based company Seymour Powell working on a new form of transport which will go from London to New York in 37 hours, when we can already get there in seven?  With me here in the studio is Mark Baker.  Mark, why on earth would anyone want to travel so slowly?

**Mark:** Well, the company Seymour Powell have come up with the idea that ‘slow is the new fast’.  It’s true that people traditionally want to get to their destination as quickly as possible, but I think everyone would agree that there is nothing pleasant about flying in a small, crowded passenger jet. That’s why this company has developed the Aircruise concept. It aims to carry people to their destination in comfort and style.

**Interviewer:** Rather like the old ocean liners.

**Mark:** You could say that.

**Interviewer:** So what is an Aircruise?  Is it a type of plane?

**Mark:** No it’s not.  It is proposed that the Aircruise will be a huge kite-shaped airship.  It will fly at 12,000 feet, but it would be able to fly at just a few hundred feet above the ground if there was something interesting to see on the ground.

**Interviewer:** It sounds like a sort of luxurious hot air balloon.

**Mark:** Well the plan is that it will be powered, not by hot air, but another type of air.  Hydrogen.  Hydrogen is capable of lifting weights of 1.2 kg per cubic metre, and you can also use hydrogen fuel to provide on-board power and drinking water.  With hydrogen as the fuel, you’d be able to reach speeds of around ninety miles per hour.  It would be pollution free, and what’s more, it’d be completely silent!

**Interviewer:** It reminds me of those airships they had back in the 1930s.

**Mark:** Zeppelins

**Interviewer:** That’s right.  Weren’t they very dangerous?

**Mark:** They were rather, and after the famous Hindenburg disaster, in May 1937 which killed 35 of the 97 people on board.  But technology has moved on a good deal since then, and scientists are looking at ways that we can create transport options that are more sustainable and kinder to the environment.

**Interviewer:** So you mentioned that this Aircruise was going to be a luxurious form of transport.  Why is that?  What sort of luxuries can a passenger expect?

**Mark:** Well, first of all it won’t be full of people. One Aircruise ship will carry just 100 people.  There’ll also be plenty of staff to attend to your every need. They’re estimating that there’ll be one crew member for every five people! Thirdly, you won’t be pinned in your seat for the entire journey. You’ll be able to walk around. There’s to be a bar, private apartments and even a glass floor so that you can see the view beneath your feet!

**Interviewer:** Gosh, I don’t know if I fancy that!

**Mark:** No, me neither!

**Interviewer:** And would these airships depart from airports?

**Mark:** No, I think that would be very dangerous! No, the plan is that they would build special landing **pads**. Compared to airports, these are much smaller, so the airships would be able to land much closer to urban centres.

**Interviewer:** So, this Aircruise idea. Is it just an idea, or is it actually going into production?

**Mark:** Well, that’s hard to say at this stage, but the company is certainly gaining a lot of attention.  One of the major Korean electrical goods companies is showing a lot of interest and providing some funding. So there is some talk that this dream could be realised in as little as five years’ time.

**Interviewer:** So in the future we’ll all be gliding slowly to our holiday destinations, while drinking beers at the bar then?

**Mark:** You will if you can afford it!  I don’t expect that these new airships will be cheap!

**Interviewer:** Well, thank you very much, Mark Baker. Now it’s time for ...

## Part 3.

**Interviewer:** My guest today is Emma Stoneham, who’s Managing Director of the local racecourse, a business with a turnover of over £2 million a year. The surprising thing about Emma is that, at the age of   
twenty-four, she’s the youngest racecourse MD in the country. How do you come to know so much about racing, Emma?

**Emma Stoneham:** The industry’s in my blood- it’s as simple as that. I get a fantastic buzz out of every aspect of it, and I always have. I went to school not far from a racecourse where my dad worked, so it was a fair bet I’d get hooked on the sport from an early age. I started helping him out in his work at the racecourse from about the age of fourteen. Sometimes I used to go racing with my friends. We’d sneak in for free and watch the horses, it was great fun.

**Interviewer:** But you’re well qualified for the job too, aren’t you?

**Emma Stoneham:** Oh yes, I mean I did a general business studies degree at university and could’ve gone into anyone of a number of industries. But even then, the racing bug kept on nibbling away. I eventually realised I really wanted to have a go at it. I didn’t want my dad to be accused of nepotism, however, so I decided to make my own way. After graduating, I got a place on a two-week intensive course run by the British Horseracing Board. I was lucky, there aren’t many places going and there’s no shortage of competition for them. The course focuses on all aspects of racing, so there was lots to learn, but I absolutely loved it.

**Interviewer:** And two jobs down the line, you’re an MD. Tell us about race days.

**Emma Stoneham:** Race meetings take place every two to three weeks with seventy to a hundred horses at each meeting, and crowds of up to 6,000. We get all the big names - owners and jockeys - and we try to look after them well because their efforts underpin the entire sport. The way it works is that we release the dates of our meetings, and then they decide which ones they want to fit into their schedule; it involves a lot of intricate planning. And there are so many different characters in the racing industry and you have to try to cater for them all. They’re great people and there’s a real sense of camaraderie - everybody knows everybody.

**Interviewer:** But you enjoy those days?

**Emma Stoneham:** Whenever racing is going on, I get such a buzz from it - there’s just so many different reasons you can enjoy it. You can go as a family, take part in a company event, have a great day out with colleagues from work, or get all dressed up and have a picnic - it’s for everyone. For me, running the racecourse, it’s living on the edge a lot of the time because whatever comes up has to be dealt with but that’s what makes it fun. When things get hectic, I just keep thinking, it’ll be fine, it’ll be fine, and never get bored with it. I also see my job as all about passing on the enthusiasm I have to everyone around me, that’s important.

**Interviewer:** But things can go wrong, I imagine?

**Emma Stoneham:** Oh they do, yes. Our two-day midwinter event usually brings in an excellent crowd, it can be the busiest of the year, but the weather can be a problem. We knew several weeks ahead that the day was likely to be hit by frost, and we’d taken all the precautions we could, including laying sheets on the course, such as on the take- off and landing points near the hurdles. On the day, however, the ground was still incredibly hard, and the welfare of the horses and jockeys had to take precedence - we had no choice but to call it off. Of course, if we lose a meeting like this, it still means we have to pay staff, and other costs too, but any other decision would have been irresponsible.

**Interviewer:** So you made big losses?

**Emma Stoneham:** It was a blow. It means we will have to work harder than ever to make this year’s meetings a success, but we’ll do it. We simply have to put what has happened behind us, concentrate on the months ahead. Fortunately, we’d already drawn up a master plan to update facilities at the racecourse, and we’d sold off some land so that a hotel can be built. It’ll improve our events business if we’re able to offer accommodation on site. So by making adjustments to the budgets for that, we can absorb any losses - but it’s all still going ahead regardless.

**Interviewer:** Emma, best of luck with that and thank you for joining us today.