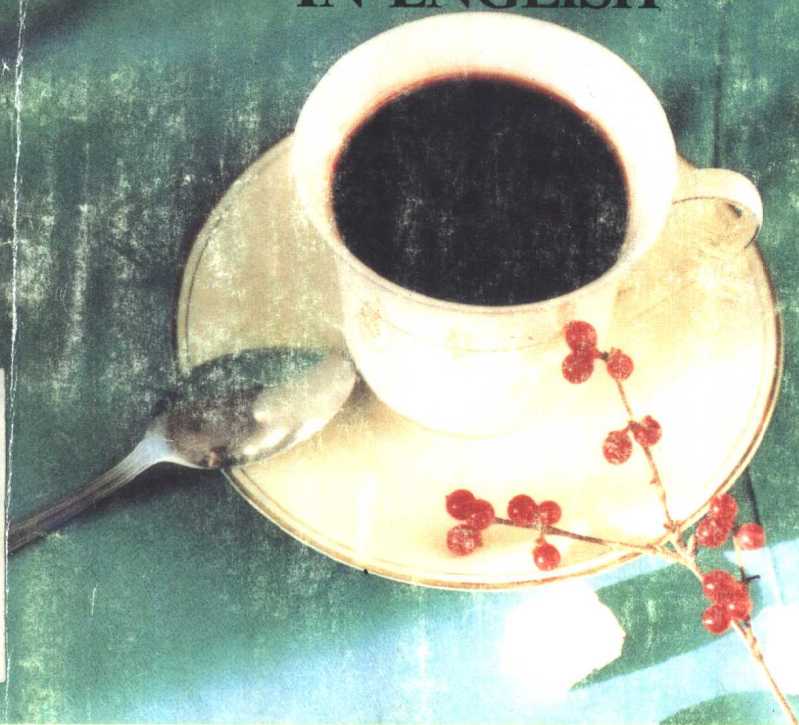


编 著：石 英

英语体会阅读

SENSIBLE READINGS
IN ENGLISH



化学工业出版社

英语体会阅读

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石 英 编著

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前 言

多数人的英语阅读水平达到中级,想向高级水平过渡就会感到步履维艰、无从下手改变。当他们放下手中的课本而要从英语原文期刊直接获得信息时,往往由于单词量小、长句理解力差、文化背景知识欠缺等原因,对文章中的内容不知所云,达不到获得信息的目的,更谈不上享受阅读的乐趣了。

其实,这种现象常常是难免的。不妨回想一下我们汉语阅读处在这个阶段时的情形,我们不也常常咀嚼句意、查字典、找注解吗?正是由于这样的努力,我们做到了在理解的基础上学习,才最终消除了我们汉语阅读中的多数障碍。所以,本人认为这个水平的英文读者不应操之过急,而是应该培养良好的阅读习惯,静下心来对一些有典型代表意义的文章类型进行体会阅读,从中把握一些英语高级阅读材料的基础特征,使之在大脑的语音学习机制中形成一个内在的处理、接收系统;同时,提高自己的文化背景知识水平,至少培养一种对征引的辨识和猜测能力,这样才能真正取得阅读水平的质的提高。

现代语言学一些学说认为:大多数人的外语知识是通过学习(learning)获得的,而母语是在实际交流、运用这样的习得(acquisition)过程中发育起来的,习得才是外语向母语水平发展的真正途径。我们中大多数人远离英语母语环境,交流的机会少,这样能做到习得吗?本人认为,用心体会、咀嚼所学语言,可以在学习者头脑中形成对外语的处理能力,是语言习得的内在过程。

基于以上的理解,本人形成了这本书的设计思路,以期达到培养读者体会阅读的良好习惯的目的。以下对书的构成作个简要说明:

单 词 表——词汇表放在文章之前的目的是为了高读者开始课正文前头脑的兴奋程度。表中单词按字母顺序排列,所给汉译往往是文章中具体语境里该词所属层面的意思。有些词未注汉语解释,因为这些单词难度不大,读者应该自己去体会它们的意思,使头脑中的内存词活跃起来。

长 句 分 析——该部分中选出了正文中有代表性的一些长句进行结构分析,并在注释部分提供了句子的翻译。它的目的是提高读者对典型长句结构的熟悉程度,增进其对长句的适应性和理解分析能力,解决许多人中存在的“认得单词却看不懂句子”的现象。

翻 译——这个部分选出的短句要求使用课文中出现的一些较地道的词或词组翻译。它可以使读者在阅读时对这些词组加以重视,并将自己阅读前的翻译与阅读后的加以对比,最终加深这些词组在头脑中的印象。

课文及注释——全书十个单元的文章都摘选自最新英文期刊,文章体裁新颖、有时代感、文笔优秀,读者可以在学习英文的同时从阅读

中开扩眼界、丰富知识。书中对文章里出现的较难的单词、短语的用法以及相应的背景知识给出了尽可能详尽注释,以便读者既能正确理解文章内容又不失掉文章中的某些“弦外之音”。

课后练习——课后练习是针对 TEXT B 的。它可用来考察读者在读完 TEXT A 后,对同一题材文章中的一些要点的理解、分析能力。除了这些练习之外,作者还建议大家能够在阅读完每篇文章后用英文简单总结文章内容,并复述文中选出的长句。

编者学识浅陋,书中难免有欠妥的地方,希望读者不吝赐教。对于以上设计是否能真正达到在体会中习得第二语言的效果,也诚请读者将心得与编著者分享。

最后,我要向我的老师高远、李宝琨致谢,感谢他们为本书的出版所付出的努力;同时,还要感谢江朝晖小姐,她不仅辅助了本书的编写和资料整理,还在工作之余不辞辛苦对书稿进行了反复认真的校对。

石 英

1994 年 8 月

于北京

内 容 提 要

本书是一本供读者由中级英语阅读水平向高级英语阅读层次过渡的注释读物。作者提出体会阅读的读书态度,使读者在培养良好阅读习惯的过程中,以学习(learning)的形式取得语言习得(acquisition)的效果。

书中针对学习者中广泛存在的单词量小、长句理解力差、文化背景知识欠缺等一系列影响直接汲取英文时文信息的因素,围绕十个单元精选的文章安排了单词表、长句分析、短句翻译及阅读理解练习,供读者在培养体会阅读的良好习惯时参考使用。

这本书适于大学英语三级及以上水平的学生、自学人员使用,对于准备参加国外高级英语水平考试的人提高阅读水平具有较大意义。同时,它也可以供广大英语教师参考并当作相应水平学生的泛读教材使用。

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UNIT ONE

激荡人心的汽车

THE EXCITING AUTOMOBILES

TEXT A

默读下列单词:

acutely 灵敏地,敏感地	exuberant
approach	exude 流露,渗出
apt 易于……的	fetching 迷人的,令人喜爱的
attachment 喜爱	giddy 令人眼花缭乱的
blandness 乏味,平淡无奇	harness 驾御,利用
canonical 规范的,典型的	homogeneous 同一的,相似的
cautious	inflatable 可充气的
cliché 陈词滥调	influx 注入的流体
cluster 群集的	inherent
collective 集体的,共同的	innovation
confining 限制的,约束的	institution
converge 汇合,集中	intern 作见习生
cozy 温暖的,安适的	intriguing 迷人的
ethnic 种族	jaunty 时髦,潇洒
dashboard 挡泥板	legroom 伸脚空间
default 缺席	nostalgically 怀旧地
disparate 全异的,截然不同的	notion 想法,意图
drone 懒汉	novelty 新奇事物,想法
embrace	nugget 块、尤指天然金块
emergence	pizazz 精神,漂亮
endeavor 努力	prevail 流行,盛行,普遍
epicenter 焦点,中心	prosaically 乏味地,平淡无

奇地

prototype 原型, 样板, 标准

rationale 基本原理, 理论基础

regional

reverie 幻想, 沉思

session

showroom

slam—bang

alumni 男校友

species

stultifying 使迟钝, 失敏

styling 风格, 设计

symbiosis 共存的关系

temper 调入, 混入

unencumber 无阻碍的

unsurpassed

vantage 优势, 优越的地位

virtually

viscerally 肺腑的, 本能地, 感情地

weird 离奇古怪的

wellspring 源泉

长句分析:

1) The greatest suggests of conventional wisdom about Southern California—the easy embrace of novelty, an approach to creative endeavors largely unencumbered by tradition, a profound attachment to cars—are not only apt;...

[分析] 本句中用破折号夹在句子中间的部分“the easy embrace of novelty, an approach to creative endeavors largely unencumbered by tradition, a profound attachment to cars”是主语的同位语, 用来补充说明主语的具体内容, 而全句事实上是一个主系表结构的简单句。

2) So far, an estimated two dozen production-model cars have been shaped by the new California design colony, including, of course, the delicious, almost perfect, and instantly successful Miata (known elsewhere as the MX—5 or the Eunos Roadster),

designed by four young Americans and a Japanese working for Mazda in Orange County.

〔分析〕本句中从 including 起的一半部分事实上是主语的一部分，因为这部分太长，所以放置在句子谓语后面。

3) There is a collective sense that to design for Americans requires understanding them viscerally, and a belief that Los Angeles is not just the wellspring of car culture but as close to Ur-American as any one place gets.

〔分析〕本句中有两个表语，一个是 a collective sense，一个是 a belief。这两个词后分别都有一个以 that 引导的定语从句；较复杂的最后一句，在这句中，主要结构由“is not just... but”这个形式构成，在 but 后又有“as... as...”引起的比较成份。

4) The Miata, with its convertible top and intense colors, is the only product of the Los Angeles studios that exudes a distinct regional pizzazz—the first truly postmodern automobile, both a reinterpretation of and an improvement upon nostalgically recalled classic sports cars.

〔分析〕本句中 the only product of Los Angeles studios, the first-truly postmodern automobile 和后面“both... and...”结构，三个部分是并列成分。

5) The most interesting, thoughtfully conceived new cars coming out of Southern California may, in the end, owe less to local free-spiritedness than to the simple wisdom of hiring a few talented people and allowing them to work, leaving their problem-solving sessions and reveries undisturbed by the anxious buzz of

corporate headquarters.

[分析]本句主句主语是 cars, 主句大的结构是“may... owe less to... than to...”, 在“the simple wisdom of”后面 hiring, allowing 和 leaving 三个动名词短语之间有继起关系, 它们共同作 wisdom 的定语。

翻译下列句子:

1. 如果你能满足他的要求, 别人的要求就用不着操心了。
2. (五花八门)怎么都行。
3. Bauhaus 几十年来一直依其自己的方式设计汽车。
4. 似乎在那里什么都会变成可能。
5. 这人好象总有意提怪问题。

California Dreamin'

Ideas for the world's autos now come from design studios clustered around (where else?) trendsetting L. A.

Clichés may be clichés, but they are usually also true. The great nuggets of conventional wisdom about Southern California—the easy embrace of novelty, an approach to creative endeavors largely unencumbered by tradition, a profound attachment to cars—are not only apt^[1]; they have converged to form an extraordinary new

[1]译文:乐于接受新鲜事物、创造性活动基本不受传统观念妨碍、对汽车的深情厚爱—这些南加州传统智慧的宝藏不仅是取之甚易……。

center for automobile design.

Most cars are still dreamed up in Detroit and Turin, Wolfsburg and Tokyo^[2]. But virtually all the world's major automobile companies—18 to date^[3]— have established design departments within an hour or two^[4] of downtown Los Angeles. The Japanese were first. Then came special think tanks run by America's Big Three automakers^[5]. So far, an estimated two dozen production-model cars have been shaped by the new California design colony, including, of course, the delicious, almost perfect, and instantly successful Miata (known elsewhere as the MX—5 or the Eunos Roadster^[6]), designed by four young Americans and a Japanese working for Mazda in Orange County^[7]. Now the influx has accelerated, and even the Germans have established Southern California design studios—Mercedes last year, Audi last spring and, just last month, BMW^[8].

Pleasant weather is only part of the attraction. There is a collective sense that to design for Americans requires understanding them viscerally, and a belief that Los Angeles is not just

[2]Detroit :美国底特律,它是美国的汽车城。Turin 意大利都灵,它是菲亚特汽车公司总部所在地。Wolfsburg 是中德运河畔的德国城市,1938年围绕大众汽车厂发展而成。

[3]18 to date :迄今有十八家。to date (固定词组) :到此为止。迄今,直到现在。

[4]within an hour or two :开车一两个小时的距离。

[5]America's Big Three automakers :GM(通用),Ford(福特)和Chrysler(克莱斯勒)三家汽车公司。

[6]MX—5 :美国一种洲际弹道导弹。Eunomia 是希腊代表良好秩序的女神名字,这里用Eunos代指Miata就是利用了这个名字的分解形式。

[7]译文:到目前为止,在加州这片新的设计“殖民地”上已形成了估计有二十多辆生产型产品,其中,当然包括在奥林治县由四个美国年轻人和一个日本人为马自达公司设计的那诱人的、近乎完美的、并且是一鸣惊人的Miata型汽车[这种车还被称为MX—5或Eunos Roadster]。

the wellspring of car culture but as close to Ur-America^[9] as any one place gets^[10]. More prosaically, Southern California represents the biggest automobile showroom anywhere; every year 3% of all new cars on the planet are registered in California, and most of those in Southern California. If you're to succeed in the U. S., you must sell in Southern California. And to do that, observes Peter Fischer, a marketing vice president at Volkswagen^[11], "you have to see, feel, smell what these customers want." Says Mark Jordan, who was Mazda's chief designer on the Miata: "If you can excite the people in California, the rest of the country will take care of itself." The world's car companies have been drawn to L. A. by the same giddy promise—a fresh start, anything goes—that has always pulled in immigrants. Detroit has been creating cars its own way for 75 years. In Europe and Japan the conventional wisdoms can be confining, even stultifying. "We selected a place like San Diego^[12] for our design studio," says Gerald Hirshberg, Nissan's chief U. S. designer, "because it feels like al-

[8] Mercedes: 德国奔驰 [Benz] 汽车的生产厂家; Audi 指德国奥迪汽车生产厂家, BMW 是宝马车的生产厂家。

[9] Ur—: 德语前缀, 表示原版的、原始的、最早的、正宗的。

[10] 译文: 有一种普遍存在的感觉, 认为给美国人设计必须先彻头彻尾地理解他们; 还有一种观念, 认为洛杉矶不仅是汽车文化的源泉, 而且它还比其它任何一个地方都更加具有正宗美国气息。

[11] Volkswagen: 德国大众汽车公司。

[12] San Diego 美国南加州天然良港圣地亚哥。

most anything is possible out here."

But the rationale is not simply the need to meet the demands of the American car market or harness the spirit of innovation. From the homogeneous vantage points^[13] of Japan and Germany, the exuberant free thinking seems to be a function of L. A.'s slam-bang Angol-Afro-Latino-Asian ethnic mix—cultural democracy by default^[14]. "The Southern California area is like a melting pot—there are so many different races," says Mitsubishi^[15] vice president Satoru Tsujimoto. "From those different backgrounds, there are many different values. So there are many different designs." For companies acutely conscious of their need to sell cars all over the world to people of disparate sensibilities, California seems like an unsurpassed multicultural proving ground^[16].

The intellectual epicenter of this design cluster, which runs from Ventura^[17] down to San Diego, is the Art Center College of Design in Pasadena^[18]. Among car designers, no institution is more highly regarded. The Art Center exists in cozy symbiosis

[13]vantage point(固定搭配):优越地位,可变为 vantage ground.

[14]by default(固定词组):缺席,不到场.

[15]Mitsubishi:日本三菱公司.

[16]Proving guound:试验场.

[17]Ventura:美国加州西南部城市文图拉.

[18]Pasadena:美国加州洛杉矶东北郊的住宅卫星城帕萨迪纳,该城内还有加州理工学院及一些精密科学仪器、电子元件制造产业.

with the industry: working designers, such as Geza Loczi, who heads Volvo's^[19] studio in Camarillo, train students like Michael Ma, 26, a Vietnamese refugee who graduated this August and went directly to work for the Mercedes studio in Irvine^[20]. Ten of the 18 Southern California auto-design studios are run by Art Center alumni, and their staffs are dominated by fellow graduates, including Mazda's Mark Jordan.

The studios are small, usually consisting of 10 to 20 designers, most of them American (10 of 13 at Mazda, all 20 at Mitsubishi). Because their headquarters are thousands of kilometers away, the designers stationed in California exist in splendid—and creatively productive—isolation, relatively free from the kill-joy^[21] scrutiny of bean counters^[22], marketing drones and engineers. “After a year in the U.S.,” says Gerhard Steinle, chief of the Mercedes studio, “I see how important it is to be away from the factory.”

The California design shops do seem blessedly free of the factory-like organization that prevails in Detroit

[19]Volvo: 瑞典的沃尔沃汽车(公司)。

[20]Irvine: 美国南加州地名, 欧文。

[21]kill-joy: 扫兴的, 大煞风景的。

[22]bean counter: 极善于算计的人(因为一般人无法数出一大堆豆子的数目)。

and elsewhere. Designer Alberto Palma, 27, interned at General Motors in Detroit before coming to work for Toyota in Newport Beach^[24]. He found the GM experience “kind of stuffy. Everyone was divided into units for different aspects of design. Here we can sit down and talk about a project from ground up^[25].” Jack Stavara, Mazda’s director of product planning and research who masterminded the marketing of the Miata, agrees. “Frankly,” says Stavara, who worked for Chrysler for five years, “I needed to get out of Detroit, because there weren’t fresh ideas there. We start with a fresh sheet of paper.”

It is the Japanese companies that seem to take their Californians most seriously. Of the two dozen or so cars that have been largely or entirely designed in California over the past 15 years, most have been Japanese, notably the Miata, Honda’s sporty CRX and Toyota’s Celica. Mercedes, which set up shop only last October, plans to have a California prototype by the end of next year. The other Europeans are proceeding more timidly. The sort of

[24]New Port 美国加州西南沿海城市,位于长滩东南29公里处。

[25]from ground up(固定词组): 从头开始、重新地、完全、彻底。