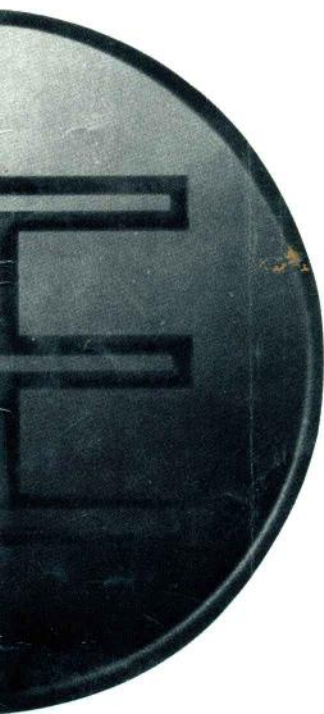




全国高等教育自学考试

英语写作 同步练习册

全国高等教育自学考试指导委员会 / 组编
杨俊峰 于 晶 / 主编



宁大学出版社

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组 编 前 言

依靠自己的力量，在有限的时间内学习一门新学科，从不懂到懂，从不会到会，从不理解到理解，从容易遗忘到记忆深刻，从不会应用到熟练应用，从模仿到创新，把书本知识内化为自己的知识，是一个艰难的过程。在这个过程中，自学者不仅需要认真钻研考试大纲，刻苦学习教材和辅导书，还应该做适量的练习，把学和练有机地结合起来，否则，就不能达到预期的学习目标。“纸上得来终觉浅，绝知此事要躬行。”这是每一位自学者都应遵循的信条。

编写练习册，同样是不容易的事。它对编写者提出了相当高的要求：

有较深的学术造诣。

有较丰富的教学经验。

对高等教育自学考试有深刻的理解并有一定的辅导自学者的经历。

对考试大纲、教材、辅导书有深入的了解，对文中的重点、难点、相互联系等有准确的理解。

对自学者学习需要和已有的知识基础有一定的了解。

只有把这些因素融合在一起，作者才能编写出高质量的、有利于举一反三、事半功倍的练习册。

基于以上考虑，我们组织编写出版了同步练习册，使之与考试大纲、教材、自学辅导书相互补充，形成一个完整的学习媒体系统。

之所以把这些练习册称为同步练习册，是因为：

第一，它与考试大纲、教材的内容及顺序是一致的。按照考试大纲、教材的章、节、知识点的顺序编选习题，方便自学者循序渐进地学习与练习。

第二，它与自学者学习过程是一致的。自学过程大体包括初步接触、大体了解、理解、记忆、应用、创新、复习等阶段。在每一个阶段，自学者都容易找到相应的练习册。

如此学与练同步的方式，有利于激发自学者的兴趣与动机，有利于集中注意力于当前所学的内容，有利于理解、巩固、记忆、应用，尤其有利于自学者及时知道自己的学习状态与结果，以便随时调整学习计划，在难度较大处多投入精力。

基于学习目标的考虑，我们把同步练习大致分为三类：

第一，单项练习：针对一个知识点而设计的练习。其目的在于帮助自学者理解和记忆基本概念和理论。

第二，综合练习：针对几个知识点而设计的练习。这又可分为在本章综合、跨章综合、跨学科综合三级水平。其目的在于帮助自学者把相关知识联系起来，形成特定的知识结构以便灵活地应用。

第三，创造性练习：提出一些案例、事实、材料，使考生应用所学到的理论、观点、方法创造性地解决问题。这类问题可能没有统一的答案，只有一些参考性的思路。其目的很明显，就是培养自学者的创新意识和能力。

第四，综合自测练习：在整个学科范围内设计练习，尽量参照考试大纲的题型，组成类似考卷的练习。其目的在于使自学者及时检测全部学习状况，帮助自学者作好迎接统一考试的知识及心理准备。

希望应考者在使用同步练习册之前了解我们的构想，理解我们的意图，以便主动地选择适合自己学习的练习题目。

孔子说：“学而时习之，不亦乐乎。”一边学，一边练，有节奏有规律地复习，不仅提高了学习效率，也会给艰难的学习过程带来不少的快乐。圣人能够体会到这一点，我们每一位自学者同样能体会到。如果通过这样的学习过程，达到了学习目标，实现了人生理想，实现了对自我的不断超越，那么，我们说这种学习其乐无穷也毫不夸张。

全国高等教育自学考试指导委员会

2002年1月

编者的话

《英语写作同步练习册》是《英语写作》的配套教材，学员在使用《英语写作同步练习册》的同时，必须以主教材《英语写作》为依据，并与其保持同步。

多年的写作教学经验告诉我们，学生在写作方面的进步几乎全部依靠大量的写作练习和实践。国外的大学写作课程的成功经验也告诉我们，写作课程的最佳设计是将其与阅读课程进行有机结合。根据这两条经验，我们设计并编写了这本《英语写作同步练习册》。

我们认为，学生如果想掌握英语作文的写作技巧就必须进行大量的课堂实践，实际上，写作实践是一件很苦的事情，因为写作从某种意义上讲是一种创作。要想写得好，就要求学员在掌握写作技巧的同时，脑子里还要有东西。基于这两个方面的考虑，我们在设计《英语写作同步练习册》的时候，从报刊杂志等刊物上选编了50多篇文章。选文章有两个目的。一是让学员通过大量接触语言，造成一种小范围的语言环境，逐步培养学员的语言感。语言这东西就是要靠多接触，语言现象接触得多了，自然就理解得多，理解得深了。二是扩大学员的知识面，写东西必须言之有物，不能只说空话。文章语言无论多美，如果没有内容也不会有人去读。在大量阅读的基础上，学员要敢于实践，敢于动笔动手去写。为了更多地为学员提供

帮助，我们在设计练习时，专门增加了一项 Teacher at your help 的内容。学员通过自己的实践，不但可以提高写作技巧，还可以将自己的作业与老师提供的标准答案进行比较。通过比较找出差距，再进行修改。这样反复多次，学员一定会受益匪浅，尤其是对那些能持之以恒的学员来说，如果按照《英语写作同步练习册》中的要求去做，进步会更快。

我们衷心希望《英语写作同步练习册》能对你的英语写作有所帮助。英语中有句人人皆知的俗语，叫做 God helps those who help themselves。我们也可以说 This book will help those who help themselves。

编者

2002 年 1 月于大连

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Part One

Book Report

Practice 1

Read the following passage carefully and write a summary.

Text: Yesterday

Did the crash of a Saturday Steamer in 1907 influence U.S. foreign policy?

It is entirely possible that a little gully on a Florida beach 68 years ago had a weighty influence on America's current foreign policy and environment. As of January 25, 1907, the American people were still undecided about what kind of automobile they wanted. The industry was in its formative stages, with a variety of models on the market, including cars powered by gasoline, steam, and electricity. From the beginning, the limitations of the electric automobile were all too apparent, but advocates of steam and gasoline vehicles debated, sometimes genially and often furiously, the merits of their favorites.

Both engines had advantages. Perfected by twin brothers, F. E. and F. O. Stanley, the Steamer was a quiet and smooth-running automobile. It also was capable of extraordinary speed and acceleration. To the astonishment of a large crowd at a race in Detroit on October 11, 1901, a Steamer hit 30 mph and won the five-and-

ten-mile events. Thereafter, Steamers won so regularly that they were sometimes banned from races with gasoline cars, despite the fact that competition was supposedly open to all autos of the same price range.

After establishing several speed records with their passenger machines, the Stanley brothers designed and built a car specifically for racing. Shaped like an inverted canoe, painted red and dubbed "Wogglebug" by the press, the racer made history in January, 1906, by covering a mile in 28.5 seconds—an average speed of 127.659 mph.

In addition to being fast, the Steamer was a simple machine. "Our present car is composed of but 32 moving parts," the Stanley's said in their 1916 catalog, "which number includes front and rear wheels, steering gear, and everything moving on the car, as well as the power plant. This is about the number of parts contained in a first class self-starter. We use no clutch, nor gear shifts, nor fly wheels, nor carburetors, nor magnetos, nor spark plugs, nor timers, nor distributors, nor self-starters, nor any of the marvelously ingenious complications which inventors have added in order to overcome the difficulties inherent in the internal-explosive engine and adapt it to a use for which it is not normally fitted."

The Stanley's also could have stressed the nonpolluting nature of their Steamer. Not only did it not foul the air with unburned hydrocarbons, but also it produced little or no noise. And it was capable of using fuels, such as kerosene, alcohol, coal gas and even coal, which were much cheaper than gasoline and more readily available.

On the other hand, operation of the Steamer often could be troublesome, especially before the addition as standard equipment of a condenser permitting the vehicle to reuse its water supply. Until that step was taken, Steamer owners had to carry a hose with them in

order to raid horse troughs every 40 or 50 miles.

The biggest problem that confronted steamer manufacturers was fear. Americans had been through nearly a century of boiler explosions on boats and locomotives, and were extremely wary of high-pressure steam systems. The fact that early steamers trailed a light vapor as they moved along, giving the impression that the vehicles were already on fire or were smoldering preparatory to a massive explosion, did not build public confidence. Nevertheless, by 1907 the steamer had become a favorite of President Teddy Roosevelt and was making steady if not spectacular headway in the safety department. So close was it to winning acceptance that even the most avid partisans of internal-combustion engines would not have dared to predict its imminent demise.

Then came the international speed trials at Ormond Beach, Florida, on January 25, 1907. Expecting a new record, an unusually large crowd turned out to view such vehicles as the first Rolls Royce entered in a U.S. race and, of course, the Wogglebug with race driver Fred Marriott at the tiller.

Gradually warming up his car for the record run, Marriott made two dashes along a mile section of beach, the first in 32 seconds, the second in 29.5, less than a second and a half slower than his world record.

On his third run, Marriott hit the starting line at full throttle and shot up the beach. Although running against the wind, the steamer's speed was approaching 150 mph when the accident occurred. "He was nearly out of sight, being almost at the end of the mile, when the machine upset," wrote a reporter in *The New York Times*.

No one knew exactly what had happened. Those nearest the car agreed that the hood appeared to come loose—"seemingly lifted by the wind while the front wheels were so tilted upward that

they did not strike the sand of the beach by several inches.... The tubing broke and the car was enveloped in a cloud of steam."

By the time spectators had raced up the beach to the scene of the accident, a Rolls-Royce had arrived and Marriott had been picked up, "his face covered with blood and lying insensible across the laps of two men in the rear seat." He was found well up on the beach, while the rounds boiler, four or five times the size of a cheese box, was rescued rolling around in the ocean. When the car broke in two it dropped the boiler as did Marriott.... The debris was thrown into two piles, over which hundreds of amateur photographers hovered like seagulls and many souvenirs were carried away...."

The Stanley's later argued that a gully in the sandy beach caused the racer to rise, but they accepted blame for their flat-bottomed design, which, even if the gully was responsible for the steamer's take-off, contributed greatly to its becoming airborne.

Although Fred Marriott survived the accident by more than half a century, the American public and the Stanley brothers were greatly discouraged. The twins never again used their automobiles for racing. The public, its fear of steam propulsion revived, leaned more and more to the gasoline engine, a preference that was clearly established within a decade. Although the Stanley's continued producing cars until 1927, those ripples in the sand at Ormond Beach effectively ended their dream of a steam-powered society that might have left us today with an environment relatively free of noise and air pollution and a foreign policy less vulnerable to the pressures of oil-producing countries.

◆ TEACHER AT YOUR HELP:

Now it's your turn to write the summary. If you are not sure how to write it, you can refer to pages 1~10 of your textbook *Advanced College Composition*. Before finishing