

在答题纸（本）上做题，在此试卷及草稿纸上做题无效！

招收硕士学位研究生入学考试

含阅读与写作）试卷

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each an example(20%)

d them and give a brief answer to each of the e.

ie set of Star Wars. It has four—wheel drive and d raises its nose when going up and down hills. amphibious: two hydro jets power it along by room for two passengers and a driver, who sit ;, aircraft—type controls . A vehicle so daring on rs—but doesn't have any. Water molecules are

is an invention not of Hollywood but of Renault, owned carmaker, better known for its family explore new freedoms for designers and engineers manufacturing processes. Renault is thinking about rs have radical new ideas for trains, boats and

design. Powerful computer—aid designed(CAD) mputer mouse hours of laborious work done on products, no matter how complicated, can be , Boeing will not have to build a giant replica of ll the bits fit together. Its CAD system will take

claims the Racoon is the world's first vehicle to f virtual reality. Complex programs were used to

simulate the vehicle and the terrain that it was expected to cross. This allowed a team led by Patric Le Quement, Renault's industrial—design director, to “drive” it long before a

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prototype existed.

Renault is not alone in thinking that virtual reality will transform automotive design. In Detroit, Ford is also investigating its potential. Jack Telnac, the firm's head of design, would like designers in different parts of the work more closely together, linked by computers. They would do more than style cars. Virtual reality will allow engineers to

e. Designers will watch bearings move, oil flow, se techniques catch on, even stranger vehicles are

virtual reality to actual reality will also become trials. Firms that once bashed everything out of site materials(which can be made from mixtures reinforced with fibers such as glass or carbon)are the same time, old materials keep getting better, e in the factory of the future. This competition is materials.

posites. It was started in 1982 by Burt Rutan, an al aircraft. His company develops and tests ess aircraft to air racers. It has also worked on acht race and on General Motors'Ultralite, a 100 y car built from carbon fiber.

between the old and the new. It uses conventional v "high—limit elastic steel" in its chassis. This he Racoon also has parts made from composites. ne with a small gas turbine, which could be made to run a generator that would provide power for

ld many different parts into a single component. rked out that it could reduce the number of dies from 150 to 16 by using a composite shell and cars may increasingly be assembled as if they

make cars lighter. The Ultralite, which Scaled Motors, uses a two—stroke engine in a "power e has been developed from an East German design al engine but produces as much power. It is ulify as an ultra—low emissions vehicle under

#### 4. How did Renault test all the bits fit together?

##### Passage2

Some recent historians have argued that life in the British colonies in America from approximately 1763 to 1789 was marked by internal conflicts among colonists. Inheritors of some of the viewpoints of early twentieth century Progressive historian such as Beard and Becker, these recent historian have put forward arguments that deserve evaluation.

The kind of conflict most emphasized by these historians is class conflict. Yet with the Revolutionary War dominating these years, how does one distinguish class conflict within that larger conflict? Certainly not by the side a person supported. Although many of these historians have accepted the earlier assumption that loyalists represented an upper class, new evidence indicates that Loyalists, like rebels, were drawn from all socioeconomic class.(It is nonetheless probably true that a larger percentage of the well—to—do joined the Loyalists than the rebels.)Looking at the rebel's side, we find little evidence for the contention that lower—class rebels were in conflict with upper—class rebels. Indeed, the war effort against Britain tended to suppress class usually became Loyalists. Loyalism thus operated as a safety valve to remove socioeconomic discontent that existed among the rebels. Disputes occurred, of course, among those who remained on the rebel side, but the extraordinary social mobility of eighteenth—century American society(with the obvious exception of slaves)usually prevented such disputes from hardening along class lines. Social structure was in fact so fluid—thought recent statistics suggest a narrowing of economic opportunity as the latter half of the century progressed—that to talk about classes at all requires the use of loose economic categories such as rich, poor, and middle class, or eighteenth—century designations like "the better sort". Despite these vague categories one should not claim unequivocally that hostility between recognizable classes cannot be legitimately observed. Outside of New York, however, there were very few instances of openly expressed class antagonism.

Having said this, however, one must add that there is much evidence to support the further claim of recent historians that sectional conflicts were common between 1763and 1789. The "Paxton Boys" incident and the Regulator movement are representative examples of the widespread, and justified, discontent of western settlers against colonial or state governments dominated by eastern interests. Although undertones of class conflict existed beneath such hostility, the opposition was primarily geographical. Sectional conflict—which also existed between north and South—deserves further investigation.

In summary, historians must be careful about the kind of conflicts they emphasize in eighteenth—century America. Yet those who stress the achievement of a general

not fully understand the consensus without overcome or repressed in order in order to reach

ntentions made by the recent historians discussed

ing the American Revolutionary War?  
ghteenth-century American society.  
America between 1763 and 1789.

composed as she gave us good morning. Sabri  
at key very delicately between finger and thumb  
ut it down again on the edge of the desk nearest  
s opening dispositions. “We are speaking about  
er so faintly curdled with menace. “Do you know  
ted the last word with such force that I nearly fell  
he key he banged it down to emphasize the point.  
contempt and taking up the key also banged it

intellectual level, and made me rather ill at ease . I  
banged out of shape so that finally none of us  
these were the opening chords, so to speak, the

p it up as if she were swearing by it. “The house  
it back on the desk. Sabri took it up thoughtfully,  
tion.“ And suppose we wanted the house,”he said,  
or it?”

iping away imaginary tears and repeating “Eight  
e in the world. He laughed at me and I laughed at  
his knee. I rolled about in my chair as if in the  
we were exhausted. Then we grew serious again.  
This last point—the relation of characters to the  
subject of a future enquiry. At present we are

occupied with their relation to actual life. What is the difference between people in a novel

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and people like the novelist or like you, or Queen Victoria?

2. translate the following passage into English

请给我一个小小的世界

亲爱的丈夫，请给我一个小小的世界。

当我在纸上胡乱涂写的时候，请不要在我身后窥探。我或许是在发泄心中无法诉说的一种情绪，或是在构思一首暂时还羞于见人的小诗，或是再次拿起违的彩笔色勒童年的彩虹，请你让我信笔驰骋。

当我对着旧的照片和书信沉思、垂泪或微笑的时候，请不要打扰我。因为在我之前我有一段属于我的悲欢离合，属于我的表色的橄榄和散落的珍珠，尽管我愿意和你分享这些回忆，但我还是想有一段时间独自品尝和细数它们。

当我和挚友小聚而你不能参加时，请不要介意。你是我最好的朋友，但你不能代替我其他的朋友，如同朋友不能代替你。像需要你一样，我需要朋友的关心，批评和鼓励。没有星星点缀而仅有月亮高悬的夜空多么清寂，请让我拥有一个星光灿烂的夜空。

当我偶然打起行装远行的时候，请你不要牵住我的手。心尽管你是我世界的中心，却不是我整个的世界。我向往着万里云山之外的那些神奇莫测的秘密，请让我做一回“独行侠”，去探寻我的“爱丽丝仙境。”

亲爱的丈夫，如果你能给我这样一个小小的世界，我会对你充满深深的感激。

#### IV. Writing(40%)

Writing around 500 words on the topic below.

ON HAPPINESS



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