

王长喜-六级考试标准阅读(26) PDF转换可能丢失图片或格式
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https://www.100test.com/kao_ti2020/122/2021_2022__E7_8E_8B_E9_95_BF_E5_96_9C-_c84_122423.htm Improbable as it may seem
， an increasing number of Germans are giving up their elegant Mercedeses
， sleek BMWs and ferociously fast Porsches and getting behind the wheels of imported American models from plush Cadillacs to more prosaic Fords. Unlike the cars produced by Detroit 's European subsidiaries
， these cars are as American as apple pie and watery beer. And thanks to a favorable exchange rate
， they are more affordable than ever. Last year Germans bought 12 477 new U.S. built cars
； sales are expected to double this year. Like blue jeans
， this buy America fad appeals to Germans from all walks of life. Once regarded as faulty
， flashy
， gas guzzling Goliaths
， American autos are thanks in large measure to foreign competition more stylish and reliable than in years past. Tugged
， off- road vehicles like the four-wheel drive Jeep Cherokee are now the hot wheels to drive among Germany 's thirty- something set. Owners and Aficionados of American made cars also boast their cars are cheaper to maintain. But that 's not the main reason German motorists are choosing U.S. imports. It 's their price. Even after the cost of overseas shipping is included
， American made cars offer more value and deluxe features for less money than German models. A Chrysler LeBaron convertible sells for 35 000 marks
； a BMW 320i convertible
， by comparison
， commands 10 000 marks more. And U.S. autos come with standard equipment electric

windows , automatic locks and sun roofs that ' s available only as expensive options on German models. Owning an American car in Germany is not for everybody. But the worst headaches come from the German bureaucracy. Johann Erben , a Greiburg dental lab technician , purchased a LeBaron convertible during a U.S. trip in November and has yet to drive it one kilometer. First , he waited months for the proper registration documents to arrive ; then he spent more than 1 000 marks to have it comply with German regulations. Even so , safety inspectors refused to approve it until he changed the headlights and windows to European Community standards. “ There I was with my supermodern , \$ 20 , 000 car and unable to get it through inspection , ” Erben recalled.

1. Detroit ' s European subsidiaries _____. A. produce the same models as Detroit supplies in the U.S. market B. provide cars of European styles C. produce cars that are thought to be un-American by Germans D. could hardly meet the demand for American cars last year
2. The buy-American fad that appeals to Germans most seems to be _____. A. blue jeans B. apple pie C. U.S.-made cars D. watery beer
3. As for Germans , American cars not only are cheaper but _____. A. endures wear and tear B. are adaptable to road conditions C. provides greater space D. offers more deluxe features
4. Which of the following statements is true ? A. American cars used to consume a lot of oil. B. Japanese cars still lead the German market. C. The U.S. motor industry is now confident to cope with recession. D. German cars are going to provide the same standard equipment as American-made cars.
5. European Community standards probably

are _____. A.a law to control the amount of imported goods from other continents B.a set of standards to inspect imported cars C.a system to regulate measures of manufactured goods D.a set of standards to control product quality 答案：CADAC 100Test 下载频道开通，各类考试题目直接下载。详细请访问 www.100test.com