The passage gave out three possible evidence to prove the perspective that dinosaurs are endotherm, while the professor questioned all of them.  
  
First, the article pointed out the existence of dinosaurs in the polar region indicates they can maintain a temperature far above the surrounding areas, which seems to be a characteristic of endotherm. The listening materials, however, cast doubt on it as the polar district in the era of dinosaurs was much warmer than the current polar climate. Also, fossils found in the polar region do not necessarily means dinosaurs resided there considering the possibility of migration as well as hybrid with local species.  
  
Besides, the essay mentioned the unusual leg position of dinosaurs comparing to non-endothermy reptiles. This indicates their potential of running, which requires endothermy metabolism to support. This evidence is argued by the lecturer (The lecturer denied this statement) as the dinosaurs' leg beneath their body could have nothing to do with running or endotherm, but a position more adaptable to support their magnificent body weights.  
  
Additionally, the reading materials claimed the discovery of densely attributed Haversian canals in the bone fossils, which imply the rapid speed of their growth happening only in endothermy animals. The speaker contradicts to this opinion with the evidence gain from the growth rings in the bone fossils. These rings clearly indicate that bones of the dinosaurs were not evenly grew, but grew much rapidly during the warm period, which is just a solid supporting for their changeable body temperatures and consequently drawing the conclusion that dinosaurs were not endothermy.

**Do you agree or disagree with the following statement?  
In twenty years there will be fewer cars in use than there are today.  
Use specific reasons and examples to support your answer.**

With the development of the economy, cars became a necessity for most of the families. Consequently, every corner of our roads, streets and avenues have been saturated with cars in our metropolitans. It is universally acknowledged the invention of motors and cars not only saved us enormous trouble but also contribute significantly to the progressing of our society or even culture and civilization. Similar to the expanding of the global population, the ever-increasing number of private cars is by no means a satisfactory ending to the mass. No consensus has been reached with regard to whether the number of cars will reach its ceiling in the next twenty years. From my perspective, I subscribe to the opinion that the peak will soon arrive and there will be fewer cars in the two decades.

Firstly, having been invented for over a century, the notion of using burning to drive a motor is to some extent outdated. Though experiencing countless redesigning and renovation, the low efficiency in energy converting of cars can never match the electricity. ~~The limitation was already set by physical laws and regulations~~. also, restricted by its principal of converting energy, cars inevitably create green-house gases, which can be entirely avoided if we turn to florishing brand-new energy resources such as hydrogen and solar-powered electricity. Hence, due to the limitations mentioned above, cars can hardly maintain its title of most efficiency and widely used vehicle after two decades.

Besides, other means of public transportation will expand into the vast populated areas, which will eliminate the car's merit of flexibility. Subways and inter-city railways are connecting the scattering cities into a transportation web. Stations of shuttle buses are constructing in nearly every town and village no matter how remote they are located. All these convenient and economic-friendly means of transportation will gradually make cars something spared to a family. Also, we can never predict what the next generation of vehicles will be invented and manufactured in the near future, just as our ancestors failing to predict the birth of cars once rashly drew a ridiculous conclusion that streets in London will be blocked up with horses' dead body in 1950. We can never forecast what our city will be like after two decades.

Additionally, with the development of remote-office devices as well as more reasonable rearrangement of city location of functional areas, everyday commuting may be a thing of past in certain advanced districts in the near future. At that time, a large percentage of people will be liberated from life relying on private cars.

In a nut shell, there exists large possibility that the number of cars will drop in the twenty years. We can never underestimate the crucial role renovation of science and technology is going to play before long.