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Correct answer: correct answer: correct answer: correct answer: JHM CareLink is a Web-based application for linking JHM member organisations to Community practices. Through JHM CareLink, community users can gain secure access to select patient information in the JHM EMR data repository and improve patient continuity. This continuity provides many benefits for our patients, including the following: it provides a more transparent flow of information among doctors. It makes it easier for external doctors to place referrals and orders at JHM. Connect doctors to JHM with specialists using E-visite, providing assistance to a wider group of patients. Let JHM sends out information electronically to Community clinics. Give your community clinic Access to review the patient's chart for encoding and following claims. Enables coordination of social services outside JHM. JHM Carelink is not an EMR solution; It is a read-only application with some services-oriented features, such as the placing of the procedure order and the health orders of the co-sign. JHM CARELKINK provides medical doctors with access to their patients TMTM records medical records for 90 days after medical consultation, laboratories or imaging tests, outpatient visits or hospitalization at the Johns Hopkins Hospital, Johns Hopkins Bayview Medical Center, HOWARD County General Hospital, Sidley Memorial Hospital, Johns Hopkins All outpatient services of the children's hospital and Johns Hopkins. You can also order a specialized consultation to program from the patient. Community users outside JHM who need to review the clinical and administrative information of patients observed within Johns Hopkins' medical members' organizations. Community users may include the following: Medical practitioners refer to average physicians in doctors the doctors of the medical community and their support staff Legal offices or agencies requiring documentation through its community-based health and public health organizations there is no cost associated with the use of JHM Carelink. Internet access using a commercial browser like Chrome (recommended) or Safari. The use of Internet Explorer is discouraged. You can request JHM CARELKINK access for clinical personnel, non-clinical staff and office administrators in your practice. Each member of the staff will have to enroll in Johns Hopkins Carelink, electronically sign the terms and conditions and comply with the patient's confidentiality rules. You and your clinical staff, including medical assistants, nurses, administrative staff andThey'll have access to your patients' medical records. At least one person on your site must be designated as the site administrator, who will have additional administrative responsibilities. Self-service password reset (available 24 hours a day) Can the site administrator reset my password? Yes, the site administrator can reset the password. I forgot my password and/or my challenge questions. Please call the help desk, desk, 24/7 at 855-284-5465, and ask to open a Carelink ticket to reset the password. Please allow up to 48 hours for processing your request. We encourage you to configure challenge questions so you can automatically reset the password via self-service. Since you have access to the full version of EPIC when you are in the hospital, please use the basketball supplied on that version. Contact your local technical support. The printing functional is not controlled by Carelink. You need to check if the local computer has the correct drivers and configuration for the network or local printer. The doctor needs to grant access to the nurse before. Once this is done, the nurse can stick to the desired basketball. Please ask the search coordinator to add the patient to the group. Please refer to page 20 of the following guide. Please refer to this flagship sheet. If you can't find the patient, contact recording at 410-955-5000 to check the patient's complete demographic information. Contact the site administrator, which is your first point of contact for any questions / problems. If the site administrator is not able to assist you, please call the help desk, available 24 hours a day, 7 days a week to 855-284-5465, and ask for help with Carelink. Contact the JHM CARELELINK team at HopkinsCarelelink@jhmi.edu. This is not for urgent problems, and the CareLink team will reply within 48 hours. See all 1 fotoCT 2, 1995No speed limits! Interesting article "Virtual Velocity" (July '95). Here is a rare nostalgic machine for honorable mention: a '57 Plymouth Fury with a 318 V-8, two four-barrel carb, automatic torque-flite button, and 831/44 inches differential Sure-Grip. How does 150-plus mph with four people in the sound of the car? Jeff Hoelzel Allentown, PA.it seems difficult to believe. Although Motor Trend has not tested that exact model in '58, it is safe to say that the maximum speed of the car has been limited to ben below 150 mph from the three-speed transmission and the engine is maximum RPM. The Fury was available with a 150 mph odometer, which could have been more than an optimistic tad, as the actual maximum speed was probably higher than 120 mph. For its time, however, the most powerful Fury has been between a group of elite of full-size and hot-performing production machines. -And. I would be willing to bet my speed limiter that most MT readers find events on stage, like the high speed item of July, to be just convenient excuses for hot-rod tread out a group of car performances. Steve Dejacimolaughlin, Nev. Why not? Any excuse to drive a performance machine is a good one. The answer Our history of coverage has been overwhelming, which has thought more ways to float the latest production machines. -Decause they were not the Porsche 968 and Dodge Stealth included in the test to finish all the tests ("Virtual Velocity")? Mark Wilson Cambridge, mass. Unfortunately, both 968 and Stealth were not available at the time of the test, but both certainly would have turned into respectable respectable In the past, we recorded a top speed of 154.6 miles per hour in the Stealth twin-turbo. And even though we didn't get the chance to push a 968 to its limit, Porsche released a top speed of 156 km/h for the 968 equipped with the six-speed transmission. -Ed. The Ford Probe GT did not make your list of competitors in the "Virtual Velocity" high-speed shooter, even with the secret speed \$1.98 applied. I was wondering, how close to the 140-mph limit did it come?C. MartinPittsburgh, Pa.We recorded a top speed of 133 mph with a Ford Probe GT during our "Bang for the Buck" test in 1994 (August 94). Close, but no cigar. -Ed. As for this old driver, your July number was useless. With radar, CB radio and cell phones, what's a car doing at 100 km/h on the highway? The tow truck drivers and undertakers are quite busy. JB MaassKankakee, Ill.Viper GTS UncoveredIn your July issue was another one of those Dodge ads (pages 58-59) with a car under a tarp. What's down there? A Chrysler Atlantic?Brad HansenMuscatine, IowaThe indoor car is a teaser preview of the upcoming â96 Viper GTS coupÂ© scheduled to begin production next spring. -Ed. What year is it?! read C. Van Tune's July editorial "Great Auto-But what year is it?" with particular interest. Being born in the '40s, I grew up with the evolution of the car. I loved the style and design of cars from the 1950s. I remember hiding a spike under the canvases of new vehicles while they were sitting on a car stand. Was it exciting or what?Someone said that today if a particular project succeeds, then the other producers will follow it. I just want to put a couple of wheels and an engine on a hard-boiled egg and drive it - at least one egg looks like an egg. I think car manufacturers and designers should take a little risk once in a while. I know it's their perception of the future, but lately it seems like the future has stopped. Gary LutherLas Vegas, Nev.If I had a dollar for every time I couldn't identify the year of a car, I could buy that Ferrari F355 you were driving. Not only is it hard to spot the year, but also the pattern. For example, the only visual difference between a V-6 Camaro and a V-8 Z28 is the exhaust and a small emblem. As each generation produces fewer car enthusiasts, the government has an easier time regulating cars, centralizing emissions testing, and crushing old cars. Most Gen-Xers don't like cars like Boomers did; they're more interested in stereo power than horses. If my engine had half the power of some of these stereos, I'd run Warren Johnson for the ProStock title! Being a 27-year-old Gen-Xer, I always thought I grew up in the wrong decade. WindlePhiladelphia, Pa.End Of AgeChevrolet Caprice, Buick Roadmaster, and Cadillac Fleetwood. These models are part of our automotive culture. Now I'm at risk of becoming part of automotive history if GM continues its plan eliminate its last three full-size cars, powered by V-8, rear motor: gm is voluntarily yielding the market completely to ford. fomoco will have total control of the traditional full-size markets, limo, taxis, police, heard and bus. Moreover, people who tow boats or trailers will have to buy ford or buy trucks. Ford people have to make front wheels to the market that gm is delivering them on a silver plate. kan, sad but true, after the year of the model '96, the production structure for these great berline gm will be passed to the construction of trucks. -ed. dreams of electric sheep is disappointing that your report of Washington of May '95 on the report of the accounting office of the government of the United States (gao) to the congress only covers the most negative results of the study on electric vehicles (ev.) there is a wealth of information in the study of 137 pages, including "ev produce practically no carpenter emission and the net effect on air quality-saving from reduction of tail emissions minus additional smoke emissions associated with a greater generation of electricity-is generally considered significantly lower than that of [internal-combustion-engine vehicles]. " with regard to costs, ev are still largely in the demonstration phase. because production volumes increase, costs will decrease proportionally. the ev industry is preparing to meet the needs of consumers. Contrary to your perspective, after an in-depth reading of the Gao report, industry ev finds its overall support tone. robert t. haydenexecutive directorelectric vehicle association of the americas san francisco, calif. the angle of the questions I saw many cars that are lowered, similar to racing cars, and I heard that the engineers specifically designed vehicles to be a certain height off the ground, lowering your car influences engineer design? If so, is change significant? What are the advantages and disadvantages of lowering your car? jodonn p. diazlemon grove, calif. an unknowable owner can get into trouble easily lowering a car. as for many other aspects of a vehicle, the height of the action lap is the judgement of the optimal balancing engineers among many factors, including clearance of the ground, quality of the lap, curvature ability, and entry/oicita. lower the suspension also lowers the center of gravity of the car, reducing the body roll and improving the angle, but the improved management comes at the expense of the quality of the lap and clearance of the ground. shocks, springs, wheels and tires can be modified as part of the package. These components can also be updated to improve management without lowering, have the job done inprofessional store specializing in aftermarket performance; you will get the look and feel you want the first time around. Driving the musicBeing someone who loves listening to music out loud while driving, I would like to know what kind of music, if any, your staff listens to while testing cars. Eric Rivera Naperville, Ill. During the test Nobody. we focus on the sounds of the engine, on the internal noise levels, on wind losses and on many other aspects of each car. but when the day of the test is over and it is time to relax, our goits manage the range from the radio station conversation of the executive director bob nagy 24 hours to the senior road test editor mac demere's all-country format, and from managing editor suzanne perreault's nine inch nails collected cd to the library steely dan of c. van tune. the best driving song of all time? golden earring 1974 hit "radar love" votes a lot of votes. -ed. letters: motor trend6420 wilshire Blvd.Los angeles approx 90048-5515. contributions: unsolicited materials must be accompanied by a return shipment. this magazine will not assume any responsibility for loss or damage in it. any accepted material is subject to such review, as it is necessary at our sole discretion to meet the requirements of this publication. at the time of publication, the payment will be made at our current rate, covering the right, title and interest of the author and the material sent, including but not limited to manuscripts, photographs, drawings, charts and drawings, which will be considered as text. the act of sending a manuscript and/or material constitutes a guarantee expressed by the taxpayer that it is original and in no way a violation of the rights of others. the latest in car news share on facebook share on twitter

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