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Correct answer: correct answer: correct answer: correct answer: correct answer: jhm carelink is a web-based application to link JHM members' organizations to community practices. Through JHM Carelink, community users can get secure access to select patient information in the JHM EMR data repository and improve care continuity. This continuity provides many advantages for our patients, including: provides a more transparent flow of information among doctors. It makes it easier for external doctors position referrals and orders at JHM. Connect JHM doctors with specialists who use e-visits, providing care to a larger group of patients. It allows JHM to send information releases electronically to community clinics. It provides community clinics access to review the patient's graph for coding and follow-up on complaints. It allows the coordination of social services outside the JHM. JHM CARELINK is not an EMR solution; It is an application for more read-only with some service-oriented functionality, such as the entrance to the order of procedure and co-distribution of domestic health orders. JHM CARELINK provides reference doctors access to doctor doctors of their patients for 90 days after a doctor's consultation, laboratories or imaging tests, ambulation visits or hospitalization at the Johns Hopkins hospital, Johns Hopkins Bayview Medical Center, Howard County General Hospital, Sibley Memorial Hospital, Johns Hopkins All Children's Hospital and Johns Hopkins medical patient services. It is also possible to order a special consultation to be programmed by the patient. Community users outside the JHM that need to review the clinical and administrative information of the patients seen within member organizations of Johns Hopkins. Users They can include: Referring Medici Referred-to Medical Doctors Medical Community Contracts and their support staff Legal offices or agencies that require documentation through Him Him 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 Carelink access for clinical staff, non-clinical staff and office administrators in practice. Every staff member will have to enroll in Johns Hopkins Carelink, electronically sign terms and conditions, and respect the patient's privacy rules. You and your clinical staff, including physician, nurses, administrative staff and office director, will have access to medical documents of his patients. At least one person to your site must be designated as a site administrator, which will have additional administrative responsibilities. Restoring self-service password (available 24 hours) my site administrator can reset my password? Yes, the site administrator can restore the password. I forgot my password and / or my challenge questions. Please call the help desk, available 24 hours a day, 7 days a week at 855-284-5465, and ask to open a Carelink ticket for password reset. 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 the network configuration 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 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 entire whole Patient 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 CARELINK team at HopkinsCarelink@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-rite 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 positive response to our coverage history has been overwhelming, which has thought more ways to float the latest production machines. -Because they were not Porsche 968 and Dodge Stealth included in the test to finish all tests ("Virtual Velocity")? Mark Wilson Cambridge, mass. Unfortunately, both 968 and the stealth were not available at the time of the test, but both would certainly have entered revenue numbers. In the past, we recorded a maximum speed of 154.6 mph in the Twin-Turbo stealth. And although we did not have the opportunity to push a 968 to the limit, Porsche publishes a maximum speed of 156 mph for 968 if equipped with the six-speed transmission. -Ed. The Ford Sonde GT did not make your list of participants in the high-speed shooting "Virtual Velocity", even with the secret of speed \$ 1.98 applied. I was wondering, how close he came to the 140-mph cutoff, did he arrive? C. Martinpittsburgh, PA. We recorded a maximum speed of 133 mph with a Ford GT probe during our 1994 "Bang per il Dollar" test (Aug. '94). Close, but no cigar. As for this old pilot, your July problem was useless. With radar, CB radio and cell phones, what is a 100-plus-mph car on the highway? Trailer drivers and funeral homes are quite busy. J. B. MAASSKANKAKEE, ILL. VIPER GTSCOVEREDIN Your July number was another of those Dodge ads (pages 58-59) with a car under a tarpaulin. What's downstairs? A Chrysler Atlantic? Brad Hansenmuscatine, Iowa the Cover Car is a Gimpse teaser from the upcoming GTS VIPER '96 Coupé that should start producing this spring. What year is it? I read Editor C. Van Tune's July Editorial "Great Car-Ma what year is it?" with particular interest. Being born in the 1940s, I grew up with the evolution of the car. I loved the styling and design of the 1950s cars. I remember to sneak a peak under the canvases of the new vehicles while sitting on a car carrier. Was it so exciting or what? Someone said that nowadays if a particular design is successful, then the other manufacturers will follow. Soon I would like to put a set of wheels and a motor on a firm egg and drive it, at least an egg looks like an egg. I think car manufacturers and designers should takeSmall risk occasionally. I know it's their perception of the future, but recently it seems that the future has been stopped. Gary Lutherlas Vegas, Nev. If I had a one For every time I couldn't identify the year of a car, I would be able to buy that Ferrari F355 you were driving. Not only is it difficult to identify the year, but also the model. For example, the only visual difference between a V-6 Camaro and a V-8 Z28 is the discharge and a small emblem. Since each generation produces fewer car enthusiasts, the government has a easier automobile adjustment time, centralization of emissions tests, and the crushing of old cars. Most Gen-Xers does not like cars as boomers did; They are more worried about stereo than horses. If my engine had the power of some of those stereo systems, I would be running Warren Johnson for the Prostok title! Being a 27-year-old gen-xer, I always thought of being grown in the wrong decade. Scott Windle Philadelphia, Pa. end of An Agechevrolet Caprice, Buick Roadmaster and Cadillac Fleetwood: These models are part of our automotive culture. Now they are at risk of becoming part of automotive history if GM plays its plan to eliminate its last three full-size cars, V-8-Powered, Retro Drive. GM is voluntarily giving the market completely to Ford. Fomoco will have the total control of the traditional Full-size, Limo, Taxi, Police, Feelen and Coach Markets. Moreover, people who take boats or trailers will have to buy Ford or buy trucks. Ford's people must make front wheels to the market that gm is delivering them on a silver plate. Dale StaffordLeavenworth, Kan. Sad but true. After the year of the model '96, the production structure for these large GM sedans will have passed the construction of trucks. -And. Dreams of electric sheep is disappointing that your Washington report of May '95 on the report of the US government accounting officer (Gao) to the Congress only covers the most negative results of the study on electric vehicles (EV). There is Wealth of information in the study of 137 pages, including: "The EV's do not produce practically queue emissions and the net effect on air quality-savings to be reduced emissions minus additional fumetack emissions associated with a greater generation of electricity - it is generally considered significantly lower than that of [internal-combustion-motor vehicles]", "as regards costs, evs are still largely in the demonstration phase. how production volumes increase, the costs will decrease proportionally, the rapidly developing ev industry is preparing to meet the needs of consumers. Contrary to your perspective, after a thorough reading of the Gao report, the ev industry finds its general support of tone. robert t. haydenexecutive entericleelectric vehicle association of the americas san francisco, calif. the question in which the annales saw many machines lowered, similar to racing cars, and I felt that the engineers specifically designed vehicles to be a certain height from the ground. lower your car influence engineers' design? If so, is the significant change? What are the advantages and disadvantages of lowering your car? jodonn p. diazlemon grove, calif. an expert owner can get into trouble easily lowering a car. as with many other aspects of a vehicle, the equity driving height is the judgement of the optimal budget engineers among many factors, including ground distance, driving quality, curved capacity and input / ocita. lower the suspension also lowers the center of gravity of the machine, reducing the body roll and improving the body and the improvement of the curve, but the improved handling comes at the expense of the driving quality and the distance of ground. shocks, springs, wheels and tires may have to be modified as part of the package; These components can also be updated to improve handling without lowering. have the work done in a professional shop specialized in performanceYou will get the look and feel that you want the first time. -And. Driving music to someone who loves to listen to high volume music while driving, I'd like to know what kind of music, if present, the staff listens during the car test. Eric RiveranAurville, Ill. While test test Vehicles: none. We are focusing on engine sounds, interior noise levels, wind leaks and many other aspects of each car. But when the day of the test is over and it's time to relax, our tastes run the 24-hour radio station gamut from 24-hour drafting Bob Nagy to Senior Test Editor Mac Demere the all-walk format, and from the management of Nine Polling Suzanne Editor Perreault CD Collection to Editor C. Van Tune's Stely Dan Library. The best driving song of all time? The 1974 of the Radar Love of the golden earring is a lot of votes. -And. Letters: Motor Trends6420 Wiltshire Blvd. Los Angeles CA 90048-5515. Contribution: Not required materials must be accompanied by the return shipment. This magazine We assume no responsibility for loss or damage to it. 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