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## Examples of short stories with questions and answers

JHM CareLink is a web-based application for connecting JHM member organizations to community practices. Through JHM CareLink, community users can gain secure access to select patient information in the JHM EMR data repository and improve the continuity of care. This continuity provides many benefits for our patients, including the following: Provides a more transparent flow of information between physicians. Makes it easier for external physicians to place referrals and orders to JHM. Connects clinicians at JHM with specialists using e-visits, providing care to a broader group of patients. Lets JHM send releases of information electronically to community clinics. Gives your community clinics access to review the patient's chart for coding and following up on claims. Allows for coordination of social services outside of JHM. JHM CareLink is not an EMR solution; it is a mostly read-only application with a few service-oriented features, such as procedure order entry and co-signing home health orders. JHM CareLink provides referring physicians with access to their patients' medical records for 90 days following a physician consultation, labs or imaging tests, outpatient 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 physicians' outpatient services. You can also order a specialty consultation to be scheduled by the patient. Community users outside of JHM who need to review the clinical and administrative information of patients seen within Johns Hopkins Medicine member organizations. Community users could include the following: Referring physicians Referred-to physicians Contracted physicians Community physicians and their support staff Legal offices or agencies requesting documentation through HIM Community-based and public health organizations There is no cost associated with using JHM CareLink. Access to the Internet using a commercial browser such as Chrome (recommended) or Safari. The use of Internet Explorer is discouraged. You can request JHM CareLink access for clinical staff, nonclinical staff and office administrators in your practice. Each staff member will need to enroll in Johns Hopkins CareLink, electronically sign the terms and conditions, and abide by rules of patient confidentiality. You and your clinical staff, including physician assistants, nurses, administrative personnel and office manager, will have access to your patients' medical records. At least one person at your site must be designated as the site administrator, who will have additional administrative responsibilities. Self-service password reset (available 24 hours)Can my site administrator reset my password?Yes, your site administrator can reset your password.I forgot my password and/or my challenge questions.Please call the Help Desk, available 24/7 at 855-284-5465, and ask to open a CareLink ticket for password resets. Please allow up to 48 hours for processing your request. We highly encourage you to set up the challenge questions so you can reset your password automatically via self-service. Since you already have access to the full version of Epic when you are in the hospital, please use the In Basket provided on that version. Contact your local technical support. The printing functionality is not controlled by CareLink. You need to check if your local computer has the correct drivers and setup for your network or local printer. The physician needs to grant In Basket access to the nurse first. Once this is done, the nurse can attach to the desired In Basket. Please ask the research coordinator to add the patient to the group. Please refer to page 20 of the following guide. Please refer to this tip sheet. If you cannot find the patient, please contact registration at 410-955-5000 to verify the full demographic information of the patient. Please contact your site administrator, who 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 24/7 at 855-284-5465, and ask for help with CareLink. Please contact the JHM CareLink team at hopkinscarelink@jhmi.edu. This is not for urgent issues, and the CareLink team will respond within 48 hours. homeneewsQuestions and Answers - LettersSee all 1 photosOct 2, 1995No Speed Limits!Interesting "Virtual Velocity" article (July '95). Here's a rare nostalgia car for honorable mention: a '57 Plymouth Fury with a 318 V-8, dual four-barrel carbs, three-speed push-button Torque-Flite automatic, and 831/44-inch Sure-Grip differential. How does 150-plus mph with four people in the car sound?Jeff HoelzelAllentown, Pa.It sounds hard to believe. Although Motor Trend didn't test that exact model in '58, it's safe to say that the car's top speed was limited to well below 150 mph by the three-speed transmission and the engine's maximum rpm. The Fury was available with a 150-mph speedometer, which may have been more than a tad optimistic, as actual top speed was probably no more than 120 mph. For its time, however, the most powerful Fury was among an elite group of full-size, hot-performing production cars. -Ed. I'd be willing to bet my speed limiter that the majority of MT readers find staged events, such as July's top-speed article, to be just convenient excuses to hot-rod the tread off a bunch of performance cars. Steve DeJacimoLaughlin, Nev.And why not? Any excuse to drive a performance car is a good one. The positive response to our cover story was overwhelming, which has us thinking up more ways to flog the latest production machinery. -EdWhy weren't the Porsche 968 and Dodge Stealth included in the test to end all tests ("Virtual Velocity")?Mark WilsonCambridge, Mass.Unfortunately, both the 968 and the Stealth were unavailable at the time of the test, but both assuredly would have turned in respectable numbers. In the past, we've recorded a top speed of 154.6 mph in the twin-turbo Stealth. And though we haven't had an opportunity to push a 968 to its limit, Porsche publishes a 156-mph maximum speed for the 968 when equipped with the six-speed transmission. -Ed. The Ford Probe GT didn't make your list of entrants in the "Virtual Velocity" high-speed shootout, even with the \$1.98 speed secret applied. I was wondering, how close to the 140-mph cutoff did it come?C. MartinPittsburgh, Pa.We recorded a top speed of 133 mph with a Ford Probe GT during our 1994 "Bang for the Buck" testing (Aug. '94). Close, but no cigar. -Ed. As far as this old driver is concerned, your July issue was worthless. With radar, CB radios, and mobile phones, what is a 100-plus-mph car doing on the highway? Tow-truck drivers and funeral homes are busy enough. J.B. 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 under there? A Chrysler Atlantic?Brad HansenMuscatine, IowaThe covered car is a teaser glimpse of the upcoming '96 Viper GTS coupe expected to begin production this coming spring. -Ed. What Year Is It?I read Editor C. Van Tune's July editorial "Great Car-But What Year Is It?" with particular interest. Being born in the '40s, I grew up with the evolution of the automobile. I loved the styling and design of the '50s cars. I remember sneaking a peak under the canvases of new vehicles while they were sitting on an auto carrier. Was that exciting or what?Someone said that nowadays if one particular design is successful, then the other manufacturers will follow. I would just as soon put a set of wheels and a motor on a hard-boiled egg and drive it-at least an egg looks like an egg. I believe the automakers and designers should take a little risk every now and then. I know it's their perception of the future, but recently it appears that the future has stood still. Gary LutherLas Vegas, Nev.If I had a dollar 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 hard 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 exhaust and a small emblem. As each generation produces fewer car enthusiasts, the government has an easier time regulating automobiles, centralizing emissions testing, and crushing old cars. Most Gen-Xers don't love cars the way Boomers did; they're more concerned with stereo power than horsepower. If my engine had half the power of some of those stereo systems, I would be racing Warren Johnson for the ProStock title! Being a 27-year-old Gen-Xer, I've always thought that I grew up in the wrong decade. Scott WindlePhiladelphia, 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 carries out its plan to eliminate its last three full-size, V-8-powered, rear-drive cars. GM is voluntarily surrendering the market completely to Ford. FoMoCo will have total control of the traditional full-size, limo, taxi, police, hearse, and coach markets. Also, people who haul boats or trailers will have to buy Ford or buy trucks. The people at Ford must be doing cartwheels in anticipation of the market that GM is handing them on a silver platter. Dale StaffordLeavenworth, Kan.Sad but true. After the '96 model year, the production facility for these big GM sedans will be switched over to building trucks. -Ed. Dreams of Electric Sheep!It's disappointing that your May '95 Washington Report on the U.S. Government Accounting Office's (GAO) report to Congress covers only the study's most negative findings on electric vehicles (EVs). There's a wealth of information in the 137-page study, including, "EVs produce virtually no tailpipe emissions and the net effect on air quality-the savings from reducing tailpipe emissions minus the additional smokestack emissions associated with increased electricity generation-is generally considered to be significantly less than that of [internal-combustion-engine vehicles]."As for cost, EVs are still largely in the demonstration phase. As production volumes increase, costs will decrease proportionately. The rapidly developing EV industry is preparing to meet consumer needs. Contrary to your perspective, upon a thorough reading of the GAO report, the EV industry finds its overall tone supportive. Robert T. HaydenExecutive DirectorElectric Vehicle Association of the Americas San Francisco, Calif.The Question CornerI've seen many cars that are lowered, similar to race cars, and I've heard that engineers have specifically designed vehicles to be a certain height off the ground. Does lowering your car affect the engineers' design? If so, is the change significant? What are the benefits and disadvantages of lowering your car?Jodonn P. DiazLemon Grove, Calif.An unknowledgeable owner can get into trouble easily by lowering a car. As with many other aspects of a vehicle, the stock ride height is the engineers' judgement of the optimum balance between many factors, including ground clearance, ride quality, cornering ability, and ingress/egress. Lowering the suspension also lowers the car's center of gravity, reducing body roll and improving cornering, but the improved handling comes at the expense of ride quality and ground clearance. Shocks, springs, wheels, and tires may need to be altered as part of the package; these components also can be upgraded to improve handling without lowering. Have the work done at a professional shop specializing in aftermarket performance; you'll get the look and feel you want the first time around. -Ed. Driving MusicBeing someone who enjoys listening to loud music while driving, I'd like to know what kind of music, if any, your staff listens to while testing automobiles. Eric RiveraNaperville, Ill.While testing the vehicles: none. We're concentrating on engine sounds, interior noise levels, wind leaks, and many other aspects of each car. But when the test day is over and it's time to unwind, our tastes run the gamut from Executive Editor Bob Nagy's 24-hour talk radio station to Senior Road Test Editor Mac DeMere's all-country format, and from Managing Editor Suzanne Perreault's Nine Inch Nails CD collection to Editor C. Van Tune's Steely Dan library. The best driving song of all time? Golden Earring's 1974 hit "Radar Love" rates plenty of votes. -Ed. Letters: Motor Trend6420 Wilshire Blvd.Los Angeles CA 90048-5515.Contributions: Unsolicited materials must be accompanied by return postage. This magazine will assume no responsibility for loss or damage thereto. Any material accepted is subject to such revision as is necessary in our sole discretion to meet the requirements of this publication. Upon publication, payment will be made at our current rate, which covers the author's and/or contributors right, title, and interest in and to the material mailed, including but not limited to manuscripts, photographs, drawings, charts, and designs, which shall be considered as text. The act of mailing a manuscript and/or material shall constitute an express warranty by the contributor that it is original and in no way an infringement upon the rights of others.THE LATEST IN CAR NEWSShare on FacebookShare on Twitter Q: I own a '92 Nissan Sentra SE with the 1.6-liter/110-horsepower engine, automatic transmission, and air conditioning. I'm planning to install auxiliary lights that require a 95-amp alternator. Since my current alternator only produces 70 amps, where do I find the extra 25 amps?Martin A. GlennChapel Hill, N.C.A: To my knowledge, it's not possible to "hot rod" your alternator for the extra 25 amps. However, there are aftermarket alternators with the required amps for your application that could be installed in your Nissan. Find someone who specializes in automotive electronics; this is a major job and should only be attempted by an experienced technician. V-belt alignment and wiring compatibility are critical. You'll surely find those extra amps, but don't be surprised if it's costly.Q: I own an '89 Dodge Shadow with 69,000 miles that's been in two front-end accidents. The steering wheel must be held noticeably off center to drive straight. I was told that the car's frame needs to be aligned, but that's an expensive job. I don't know what to do. Marc BaycamDearborn Heights, Mich.A:A car like yours, with a unibody construction, needs to be put on a frame-straightening machine to check for damage that could be causing the steering problem. If an insurance company paid to repair your car, they may also pay to check your car on a frame machine. If it's had any steering-system damage, such as to a tie-rod end or other related linkage, the steering wheel may not have been centered after the front-end alignment. Centering a steering wheel is a minor adjustment.Q: I have a '92 Lexus LS 400, and I'm curious about a sulfur smell upon passing other vehicles on the highway or at any time after hard acceleration. What could it be?John A. WilliamsLa Palma, Calif.A: Usually this smell is associated with an engine that's running a rich fuel mixture. The odor is produced when the catalytic converter tries to burn fuel. Sometimes changing gasoline brands also produces an odor from the fuel formulation. First try changing gasoline brands; if that doesn't help, see your dealer regarding the fuel mixture. If your catalytic converter needs any adjustments, they should be done under warranty.Q: I purchased a '93 Ford Taurus SHO with an automatic transmission. The electronic fuel pump failed twice within five months of the purchase date. One dealer said that bad gasoline is the probable cause of the failures, while others said that I just shouldn't allow my fuel level to dip below one-quarter full. I don't know who to believe. -A.T. IshidaHonolulu, HawaiiA: Metallic weld splatter may be loose inside the tank, causing fuel-pump contamination. This causes excessive pump wear and eventually fuel-pump failure. If nothing is electronically wrong with your car, then the tank needs to be removed and cleaned out (this should be covered by your vehicle warranty). The fuel level isn't the cause of the problem.Q: I own a '91 Toyota Tercel with 36,000 miles. Every time I corner hard, the emergency-brake light comes on. It only does this when driving after the car has sat for a while with the parking brake on. Is this something I should worry about?Michael ComparatoCooper City, Fla.A Check a couple of areas: Look for a loose wire at the emergency-brake switch, and inspect the brake-fluid level in the master cylinder reservoir. Since the fluid level is monitored by a sensor, a sudden motion change (as during hard cornering or sudden stops) could activate the brake light. A defective sensor switch at the reservoir also could trigger the light. If the fluid is low, have a technician determine why.Leon Kaplan hosts a show on 790 AM KABC Talk Radio in Los Angeles. Write to: The Motorized World of Leon Kaplan, Motor Trend magazine 6420 Wilshire Blvd. Los Angeles, CA 90048-5515.Leon's MotoringTip Of The MonthNow that spring has arrived for most of the country, it's time to pull your convertible out from under that car cover, unhook the trickle charger, and hit the asphalt. But before you start pushing up those rpms, remember to properly prepare your car for its coming-out.A vehicle that's been stored for several months needs to be taken to a technician as soon as possible. But to do that you have to start the engine; this can be very hard on the starter. To prevent unnecessary grinding, spray a small amount of starter fluid into the air cleaner. (Starter fluids are available at auto parts stores and are highly flammable and toxic, so only use them in a well-ventilated location.) This is the quickest way I know of to get an engine running, allowing the oil pump to operate sooner than if the engine required several crankings before starting.Vehicles should be stored with a full tank of gas to prevent contamination. If your car was stored partially full, have a technician drain the tank and refill it with fresh fuel. Also check the fluids and the brake and wheel cylinders, and you and your fair-weather ride will soon be on the road.

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