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Hard random trivia questions and answers

Image: shutterstock Sewing is one of those skills that is deemed to be very feminine, but really shouldn't be associated with a particular gender. After all, few people sew better than military men who are generally taken to be the very height of masculinity. Sewing isn't just about embroidering pretty things onto fabric, after all; it is also about being able to fend for yourself as an adult. If you need to take your coat to the cleaners or your shirt to your mother's house every time there is a tear in the lining or a button that looks likely to part ways with the garment, then you truly are in a pickle. Sewing is simply one of those things that you have to be able to do, like cooking a basic meal or driving a car.However, just because you know the basics doesn't mean you're an expert. Only someone with a good sewing knowledge base will be able to ace this quiz about types of stitches, machines you might use for sewing, types of thread, needles and other tools, and of course, handy tricks to get away with not working too hard but still ensuring you haven't cut any corners. Let's get started! TRIVIA Can You Name All of These Sewing Terms? 6 Minute Quiz 6 Min TRIVIA Sewing Vocabulary Quiz 6 Minute Quiz 6 Min PERSONALITY What Kind of Redneck Woman Are You? 5 Minute Quiz 5 Min PERSONALITY Design a Royal Cottage and We'll Guess What Real-Life Princess You Are 5 Minute Quiz 5 Min PERSONALITY Design a House and We'll Guess Your Age 5 Minute Quiz 5 Min PERSONALITY What's Your Flower Name? 5 Minute Quiz 5 Min PERSONALITY What Type of Flower Matches Your Soul? 5 Minute Quiz 5 Min PERSONALITY Design Your Bedroom At IKEA And We'll Guess How Adult You Are 5 Minute Quiz 5 Min PERSONALITY Design a Garden for Your Soul and We'll Guess Your Age 5 Minute Quiz 5 Min PERSONALITY Tell Us About Your Day and We'll Give You the Name of Your Guardian Angel 5 Minute Quiz 5 Min How much do you know about dinosaurs? What is an octane rating? And how do you use a proper noun? Lucky for you, HowStuffWorks Play is here to help. Our award-winning website offers reliable, easy-to-understand explanations about how the world works. From fun quizzes that bring joy to your day, to compelling photography and fascinating lists, HowStuffWorks Play offers something for everyone. Sometimes we explain how stuff works, other times, we ask you, but we're always exploring in the name of fun! Because learning is fun, so stick with us! Playing quizzes is free! We send trivia questions and personality tests every week to your inbox. By clicking "Sign Up" you are agreeing to our privacy policy and confirming that you are 13 years old or over. Copyright © 2021 InfoSpace Holdings, LLC, a System1 Company Keep up with the latest daily buzz with the BuzzFeed Daily newsletter! 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. 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Come explore, share, and make your next project with us!Instructables is a community for people who like to make things. Come explore, share, and make your next project with us! homenewsQuestions 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 SheepIt'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 what are some hard trivia questions

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