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In June of 2014, I lost my wife, Joanne, to lung cancer. Joanne was my hero and still is. I always said that if I went through what she did, I would probably dig a hole and climb in. Not her - she was a fighter. In September of 2004 Joanne was sent home from work not feeling well. After her daughter insisted that she go to the hospital, we were told that she had emphysema and it was bad. There were many hospital stays and a lot of worries, but she never complained. In 2006, Joanne put off a beneficial lung reduction surgery to get legal custody of her grand kids. By the time her legal battle was done, her lungs were too damaged to have the surgery and she developed pneumonia. Even then, she never complained. In March of 2014 Joanne told me she was getting headaches and losing her balance. We learned she had developed lung cancer and that it had spread to her brain. When Joanne found out she looked at me and said, "I am going to beat this like I have everything else." She put up a hell of a fight but unfortunately this was a battle she could not win. Sadly, she passed away surrounded by family and friends on June 15, 2014 at the age of 58. I miss her everyday. Show Your tax-deductible donation funds lung disease and lung cancer research, new treatments, lung health education, and more. Make a Donation Join over 700,000 people who receive the latest news about lung health, including COVID-19, research, air quality, inspiring stories and resources. Thank you! You will now receive email updates from the American Lung Association. David Pearson never had any inclination to drive on NASCAR's Winston Cup Grand National tour. He was quite content to spend most of his free time chasing after \$250 top prizes on the short-track Sportsman circuit. "I used to listen to some of the big races on the radio," said Pearson. "I thought those guys must be crazy running 150 miles per hour at places like Daytona." Pearson, one of the top winners in weekly short-track competition in the 1950s, had a large following of fans, and unbeknownst to him, his legion of supporters was his ticket to the big time. His fans in and around Spartanburg, S.C., were convinced he could make the grade in big-time NASCAR Grand National competition. So, in late 1959, they began a fund-raising campaign to get Pearson in a NASCAR Grand National car. Pearson's fans donated nearly \$1500. Although that was a lot of money in 1959, it was about half the amount needed to buy a good used race car. NASCAR Image Gallery "I didn't want anything to do with that idea," said Pearson. "I wanted to give the money back to the people who donated it, but I didn't know where it all came from." Pulling the additional funds needed out of the family bank account, Pearson bought a 1959 Chevrolet from Jack Smith, who had campaigned his own cars quite successfully. Pearson made his plunge into NASCAR Grand National racing at Daytona's 1960 Speedweeks. He didn't set the world on fire, but did perform admirably. Pearson was awarded the 1960 NASCAR Grand National Rookie of the Year, catching the eye of NASCAR officials with his steady efforts in 22 starts. His best finish was third, and he won one pole position. In 1961, veteran team owner Ray Fox entered his Pontiac in Charlotte's World 600 without a driver. Pearson's name popped up as a possible chauffeur and Fox signed him to drive in the race. In a storybook ending, Pearson won. Proving the Charlotte 600 was no Huke, Pearson won the Firecracker 250 at Daytona in a dramatic last-lap duel with Fred Lorenzen. He then topped off the season with a win in the Dixie 400 at Atlanta International Raceway. Pearson's victory at Atlanta was a noteworthy event in NASCAR history. The speedy sophomore passed Bunkie Blackburn, who was driving Junior Johnson's Pontiac in relief, on the final lap. It was the first time in superspeedway history that a race had been decided by a last-lap pass. And it was the only lap Pearson led all afternoon. Pearson joined the Cotton Owens team in 1963, and went on to win the '66 NASCAR Grand National championship. A year later, he replaced the retired Lorenzen on the famed Holman-Moody team and made two more concentrated attempts to win the championship. In '68 and '69, Pearson won a total of 27 races and finished second 30 times. He won the championship both years, and became only the second driver in NASCAR Grand National history to win three titles. After winning his third title, Pearson vowed never again to engage in the exhausting exercise of running the full tour. He had actively campaigned for the championship four times, and had won three of them. In 1972, Pearson joined the Wood Brothers Mercury team. The marriage became one of the most successful in history. Pearson won 23 big-track events in the first two and a half years in the Wood Brothers car. In '73, he enjoyed perhaps his finest year. While competing in selected events, Pearson won 10 of his 15 starts on superspeedways and 11 out of 18 for the year. The winning rate of 61.1 percent remains the all-time record for winning percentage in a single season. Pearson quietly retired in the late 1980s, having competed in 574 NASCAR Winston Cup Grand National races. He won 105 times, which ranks second on the all-time list. It will forever remain a mystery how many races he could have won had he competed full-time. In this section: FDA Leadership: 1907 to Today David A. Kessler, M.D. 11/8/1990 - 2/28/1997* Dr. David Kessler was born in New York in 1951. He graduated Amherst College in 1973, and then went on to earn a degree from Harvard Medical School (1973-1979). While at Harvard Dr. Kessler obtained a law degree from the University of Chicago (1977). From 1981 to 1984 he served as a consultant for the U.S. Senate Committee on Labor and Human Resources, and from 1982 to 1984 he was special assistant to the president of Montefiore Medical Center in New York. Dr. Kessler then went on to serve as medical director of the Hospital of the Albert Einstein College of Medicine from 1984 until President Bush appointed him as FDA commissioner in December of 1990. Dr. Kessler was sworn in on the same day that the Nutrition Labeling and Education Act (NLEA) was signed. Early in his tenure, he took action to protect consumers from misleading uses of the term "fresh" in conjunction with processed or partially processed orange juice and tomato products, gaining himself the nickname "Elliot Knessler." Kessler himself later appeared on major news and entertainment shows to unveil the agency's new "Nutrition Facts" food labels. Designed with bold new graphics, they were intended to make food labels more useful to the consumer and soon became one of the most recognizable graphic formats in the world. Dr. Kessler announced his intention to step down in 1996, citing a desire to return to private life. He officially left his position February 28, 1997. He was subsequently named dean of Yale medical school, a post which became effective July, 1997. *Michael A. Friedman, M.D., who joined FDA as deputy commissioner for operations in 1994, served as lead deputy commissioner while the post of commissioner was vacant from Feb. 28, 1997, to Nov. 30, 1998. Back to Top Tips on the city's hottest nightlife, best spots for adventure and tastiest cuisine, from those who know best. The 624-page book David Copperfield, published in the 1850s and lauded by many as Charles Dickens's finest masterpiece, is now being retold through a comic, contemporary, and colorblind lens by the genius writer and director of Veep, Scottish filmmaker and director Armando Iannucci, in the new film The Personal History of David Copperfield. The movie takes viewers on a journey from the main character's loving childhood to his life with an abusive stepfather, his time working in a bottle factory, and his eventually becoming a famous writer in Victorian England. Starring Dev Patel of Slumdog Millionaire fame (who, after receiving a call from his agent, thought it was about the namesake magician), the film is not your typical period piece. For production designer Cristina Casali, the biggest challenge in creating the backdrop was selecting the various English locations, from the Dover seaside and the Canterbury countryside to London's period streetscapes. Keeping in mind the filmmaker's desire for fresh looks that reflect the multicultural times of the present, Casali notes, "We knew right from the start we wanted it to be a truer picture of the 1850s, which was slightly early in the Victorian era." As a result, the designer looked to the lighter, more colorful interiors of the Georgian period that preceded it, which was a perfect antidote to the often subdued and somber looks of Victorian England. Casali referenced the vast research files at London's Victoria and Albert Museum for inspiration and research. "Looking at interior books of that time, it was terrific how they were putting colors together. It was almost psychedelic!" A favorite of Charles Dickens, the 18th-century Theatre Royal in Suffolk's Bury St. Edmunds, was chosen for its historical significance and designs. hoto: Dean Rogers / 2020 20th Century Studios All Rights Reserved The film opens with Copperfield as an accomplished writer, reading his book to an audience at the Theatre Royal in Suffolk's Bury St. Edmunds. The scene was filmed at the actual location, notable as one of the last remaining Regency-style theaters in Britain. Casali used her background in theater, and says, "We looked for the most up-to-date techniques at the time of its writing. We experimented with this technique called 'Pepper's Ghost,' which was new in Victorian theater and enables you to see a hologram." To achieve this illusion, the image is reflected off a sheet of plexiglass. "Patel would start writing and imagine his characters talking to him, and we would film that for real. It is almost like smoke and mirrors," she says. Built in 1819 by architect William Wilkins, Theatre Royal was one of Dickens's old haunts, though it has since been updated with modern seating, which was replaced with benches for the shoot. The filmmakers also featured the ivy-covered exterior of the Angel Hotel in Bury St. Edmunds, where Dickens first stayed in 1835 and which became popular thanks to his first novel, The Pickwick Papers.

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