David Marcarian's career is all about precision. As the founder of Precision Biometrics and inventor of MyoVision, a surface EMG technology used to measure muscle activity, Marcarian has made his life's work out of giving chiropractors and doctors objective data to use in diagnosis and treatment of muscle spasms, fatigue and weakness. It is really no surprise that he uses this same talent for precision in his leisure life as an amateur racer, racing cars and reaching track speeds of up to 165 miles per hour.

Amateur racing is Marcarian's newest accomplishment, in a life filled with many. "I'm supposed to be dead right now," explains Marcarian. "Four years ago I was diagnosed with a life-threatening illness and the doctors told me I had a few years to live." After the diagnosis, Marcarian awoke the next day and determined that the only thing he still wanted to do and had never done before was go really, really, fast. "I've always wanted to race." After submitting to a radical surgery, Marcarian fought his illness and, after a clean bill of health from the doctors, set out for the track.

Of course Marcarian's ambitious and undaunted perspective brought him success early in his career. At the ripe age of 26 he was awarded a grant for $450,000 from the National Institute of Health to create a device to measure and gather data on muscle tension and fatigue. While studying human psycho-physiology and training at NASA, Marcarian developed a Surface Electromyography technique to show that helicopter pilots were experiencing extreme muscle fatigue from using hand controls to fly the F-16. "My boss at the time said, 'There's no way you're going to get that grant!' I taped the award letter to his door," recalls Marcarian. The technology he created was able to show measurable data that proved the pilots' hands were getting tired. The Army later reconfigured the joystick.
Today Marcarian’s company works to provide chiropractors with objective data to prove there is an injury and prove the patient needs to be treated. Practitioners can use this data to make decisions for diagnosis and treatment, show improvement and determine whether or not a patient needs a referral to someone else. “When you go to the dentist, he doesn’t drill randomly; he takes an X-ray and then works precisely. MyoVision does the same thing, allowing patient and insurer to see the problem,” says Marcarian.

Having defeated illness and most recently the State Supreme Court of Florida (which upheld the use of MyoVision as a diagnostic tool), Marcarian now tries to spend his time improving his racing. As he explains, racing has been in his blood. “I stole my parents car when I was 13, I drove a lot (and too fast) when I was younger.” Now that he has the time and the health, Marcarian trains a full day every two weeks. “We call it lapping, which is essentially informal racing.”

The tracks Marcarian races on are similar in nature to Formula One courses. Filled with hairpin turns, changes in elevation and other challenges, this type of racing is extremely challenging both mentally and physically. “The only difference is that we race in more of a stock type car [like NASCAR]. I typically drive a 2006 Corvette Z06 [that can reach speeds of 198m ph] and a BMW.”

Marcarian credits the efforts of his trainer Skip Nichols, and chief instructor/mentor Don Kitsch, with his success. “I’ve only been at this a year. Skip got me up to speed really fast.”

Oddly enough, Marcarian lives in downtown Seattle and spends most of his time walking to his destinations, saving his driving for the racetrack. Besides his race cars, a 2006 Corvette Z06 and a 2005 Corvette Z51, Marcarian owns a Cadillac Escalade, (for long trips) and a Ford Focus (his city car). “It’s my favorite little car. I live in the city and grew so tired of the number of times my nice cars were hit in the city. It was a stress reduction to drive a little car.” Does he get concerned about being seen in his Focus? “I do what I want to do and don’t care what other people think. I hardly drive at all and I have four cars—I drive when it matters.”