

By Katie K. Bell

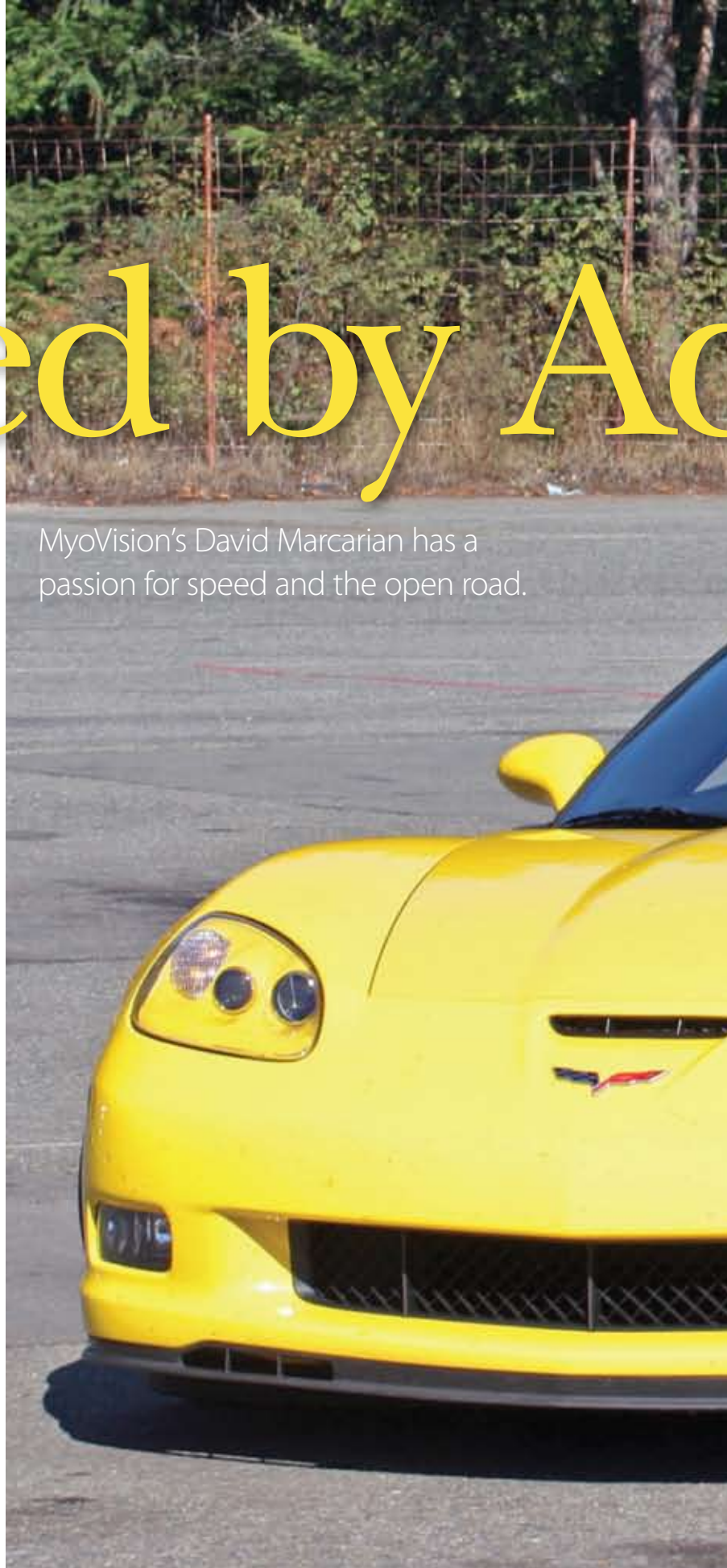
# Fueled by Ac

MyoVision's David Marcarian has a passion for speed and the open road.

**D**avid 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.



# adrenaline



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



David Marcarian on the track in his 2005 Corvette Z51.

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 198mph] 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." With one win under his belt, Marcarian has consistently finished second in all of his other races against cars with double the horsepower. "I raced in the ICSCC, a sanctioning body of racing for amateurs, and took first or second in every race this year."

As Don Kitsch observes, "David's passion for our sport has generated a strong commitment to skill development. This approach in conjunction with his mental discipline has brought him

a long way in a short time." Recently Marcarian hit 165 on the straightaway of his training track, which is an impressive speed for an amateur.

Spending time behind the wheel at speeds well over 100 mph gives Marcarian time to consider the dangers inherent to racing. "Statistically there is no question that roller blading is significantly more dangerous than car racing. I'm strapped into a car surrounded by a metal cage, wearing a helmet and driving with other experienced drivers [with no cell phones]." Today Marcarian admits to being "significantly more scared to drive on the highway because of the fact that people are constantly distracted by cell phones. They are not completely focused

and do not take it very seriously." He also argues that the standard seatbelt just can't compare to the safety equipment in a racing car. "There is such a gap between what we have in race cars and what we have in normal cars," he says.

Of course racing isn't all adrenaline, speed and danger; there are those epiphany moments as well for Marcarian. Recalling his first year in racing, Marcarian refers to a remark made by Kitch, "When you mess up in a turn put it behind you immediately. Why? Because you have another one coming up." "He made me realize that if you have a problem, focus on the future not the past. Racing has changed my life," insists Marcarian, "Don got me looking at the big picture on the track and in my own life."

Not one to sit idly by and rest on his laurels, Marcarian is considering a new challenge, teaching racing classes. "There are so many people driving high horsepower cars without enough skill. I'd like to do some teaching to make things safer on the track and highway."

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." **TCL**

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Marcarian sits behind the wheel of his 2006 Corvette Z06.