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10K races require endurance and commitment but are much less strenuous than marathons. They are common events and you can usually find one in your area every few weeks. Check out this topic to learn about the most popular 10K races today. Ad Ad Ad Richard Phibbs for Town & Country When you're thinking about what to wear at the races, don't forget that skin care, make-up and fragrance are as much a part of the finished look as your dress and hat. In order for you to look and feel your best, these products Town & Country is recommending to invest in for a day at the racetrack. Ad - Continue reading below 1 Face Cream 2 Sunscreen Don't let sunburn ruin your day (or your skin). Layer a sunscreen under your make-up: Elemis' version is super light and won't feel sticky or ruin your foundation. Elemis Daily Defence Shield SPF 30, £46SHOP NOW 3 Foundation Known for its ability to hold without the need for touch-ups, Estée Lauder's Double Wear Foundation will stay in place regardless of the weather, and a small amount goes a long way. Estée Lauder Double Wear Foundation, £33.50SHOP NOW 4 Blusher A sweep of blush across your cheeks gives your skin a youthful glow, whether you back a winner. Add a touch of highlighter, like the one in this palette, and your skin will look particularly radiant. Charlotte Tilbury Pretty Youth Glow Filter, £30SHOP NOW 5 Mascara Your lashes will be as curved at the end of the day as they were at the beginning with this mascara. Town & Country's editor-in-chief calls it the best mascara I've found that just won't smudge. Bobbi Brown Smokey Eye Mascara, £25SHOP NOW 6 Lipstick 7 Hair Product To take inspiration from Meghan Markle's signature low bun, which we predict will be the style of the season, use a light but effective hairspray to keep your up-do free from flyaways. Hair by Sam McKnight Modern Hairspray, £22SHOP NOW 8 Hourglass 9 Nars Stop the skin from looking too shiny as the day goes by, by applying a touch of Nars pressed powder to your T-zone and forehead. Nars Pressed Powder, £28SHOP NOW 10 Nail polish A pink polished manicure is the perfect finishing touch for your race-day outfit and you can't get much more classic than Chanel. Chanel Le Vernis in Halo, £22SHOP NOW 11 Tom Ford Good eyebrows can transform your face and this pencil will subtly shape and define your eyebrows, bringing your whole make-up look together. Tom Ford Brow Sculptor, £40SHOP 12 Fragrance Creed is a fragrance brand that has horse roots and you will fall in love with this summery fragrance for its crisp and fresh scent on the skin. Creed Love in White For Summer, £180 for 75ml SHOP NOW This content is created and maintained by a third party, and imported into this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano.io David Warren Lee Chairman, and system systems Society For Sustainable Mobility Malibu, CaliforniaDavid Warren, 30, works as a technical product manager for a defense contractor by day, but in his spare time, the Society for Sustainable Mobility's Open Source Leads Green Vehicle Project. The target is a seven-passenger SUV that will get 100 mpg, sell for about \$30,000, and, he says, have the performance of a Porsche Cayenne. The car is called Káran, because we use the same idea as Linux. So far I have 150 engineers to help – all part-time. We provide the essential functions, plus interfaces so that things can be plugged in. The power source module can be battery or gasoline or compressed natural gas. If you wanted to go from gas to diesel, for example, you can change these modules in a couple of hours. I work with the electrical architecture, the basic propulsion system and the power management. The chassis and suspension are designed at the University of Rotterdam, and they will be made of a polymer. With steel, generates extract and shape a lot of greenhouse gases. Plastic takes much less energy to produce. Student TeacherNii Armar Codirector, Vehicle Design Summit MIT Cambridge, MassachusettsNii Armar, 23, is an MIT aeronautics PhD student who, along with undergrads Robyn Allen and Anna Jaffe and 2007 grad Jonathan Kronen, runs an international open source project of students trying to build a 200-mpg car. Anna and Robyn had the original idea: They went to the 2005 World Solar Challenge, where teams build cars to cross Australia, and saw 40 very similar vehicles. They thought, maybe we could get these people together to work together. Vehicle Design Summit 1.0 brought 50 people to MIT in 2006.We decided to make the 2007 summit virtual, collaborating with people from schools around the world. The goal is to make a low cost, 200-mpg four-seater for the Indian market. It's a plug-in hybrid, and we have about 200 people involved, almost all of them students. We aim to get our first iteration done by the end of summer 2008, then a final version of 2009 or 2010. Design ProGeert-Jan Schellekens Principal Automotive And Industrial Designer SABIC Innovative Plastics Bergen Op Zoom, NetherlandsGeert-Jan Schellekens, 45, is principal car and industrial designer at SABIC Innovative Plastics (formerly GE Plastics), where he works at C,m,m,n (commonly pronounced), an open source car project managed by three technical universities in the Netherlands. We help our customers develop the final product, whether it's an MP3 player or a car. So being involved in design of this kind is not uncommon. With the C,m,m,n, the chassis will be metal because it makes the job better: it has very high rigidity. But the body will be plastic. It's lightweight, and it gives designers the freedom to make a vehicle that's more aerodynamic so it's more fuel efficient. As a company, we do projects like this to keep us in sync with what hands in the and the whole idea of open source design is very interesting. It's like the car Wikipedia. We've learned a lot. The Award GiverCristin Lindsay Senior Director Automotive X Prize Foundation Pasadena, CaliforniaCristin Lindsay, 30, helps plan a car cousin for the Space Race X Prize. At least \$10 million awaits the team coming up with a handy mass-produced car that gets at least 100 mpg. You hear a lot about vehicles that get over 100 mpg, but they are not taking into account energy equivalence. We are looking at how much coal is being released into the production of the energy that cars run on. Our dual focus is to break our dependence on oil and reduce carbon dioxide emissions. We're not looking for science projects. We're looking at feasibility, safety, the ability to provide service and support with today's infrastructure, and whether a vehicle with these features can sell at a volume of 10,000 or more per year. The cars that qualify will compete in a race between U.S. cities in 2010, and the lowest time wins. We feel that the technology to achieve these goals exists today, but it needs to be combined in a way that will work for people. The AmateurMarkus Merz Principal OSCAR Dingolfing, GermanyMarkus Merz, 39, is a former BMW marketer who founded the first open source car-design project in 1999. Together with his friends Lukas Neckermann and Andreas Hoffman, he tries to create a platform that allows manufacturers to build a flexible, economical car out of basic modules. I always used to wonder, why don't we take the engine from the Mustang and put it in the body of the 7 series? You can take the good parts and create something new. Have you ever built a computer? You buy a CPU, memory, and a case, and you put it together. That idea is what Oscar is all about. Back in 1999 we started the project in German, and we got all the German children who liked to tune cars. Then we slowed down, we set up a better structure, and we did it in English. We now have 2,800 registered users. About 10% is posting and 1% are really doing something. I'm not thinking about manufacturing, but if anyone else wants to build the car we're designing, he could. If you put money into the game, it starts to lose its breath. The other open source car projects are all driven by universities or by the X-price. It is much more interesting to create something as a hobby. LiveAbout uses cookies to give you a great user experience. By using LiveAbout you accept our use of cookies. Here at Greatist, we believe in taking a day off. Instead of our regular programming Saturdays, our writers get a chance to write about living the greatist lifestyle and, basically, what they want. This is one of those awesome articles. Enjoy! Every competitive athlete knows the hassles and frustrations of having one bad thing happen right after the other on game day. Forget your shoes. Not being able to keep your food down. Don't get enough sleep. Anyone who has ever had a race knows that the perfect is a rare day. But last Sunday I was honored with such a race. I'm an amateur triathlete. Emphasis on the amateur. A triathlon is a race composed of three different sports that were completed in this order: swimming, cycling and running. They come in varying total distances, from 10 miles to 140.6 miles. I fall into the lower middle class, at just over 24 miles. For the last three years, I was unlucky with my races. The first time doing a triathlon, well, it was my first time doing a triathlon, so I'm pretty sure I had a confused look throughout the race. The second year I was not allowed to go to bed until 1. m because the police cordoned off my hotel room to catch a gunman. Last year I was late and started the race 5 minutes after everyone else. Of course, luck has never been with me. But this year was my year. I went to bed at 22.m the night before my race, sleeping comfortably on a queen-sized hotel mattress and waking up at 5 a.m. The day before, I made sure to practice my race routine for 30 minutes. Before we left my hotel, I told my friend to set his wristwatch alarm to call 15 minutes before our start time. I was pretty nervous about this year because I only ran a couple of times a week, swam a handful of times and didn't even have access to my bike. But the competition fee was already paid and there were no refunds. More importantly, I've never finished a race. When the results came out, I found out that I placed second last in my age division. For any other racer, it would have been a blow to the ego. But it was my perfect race. For all my weakness as a swimmer, I finished with my best swim time. Although I didn't have my bike throughout the year, my legs didn't cramp up during the cycle part. And while everyone passed me up during the last run leg, I never stopped moving. It was my perfect race. Race.

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