The winning 1959 Opel, just prior to leaving for its record Marathon run. The car was prepared by John Martin and Ben Visser and piloted by Martin over the course.

(Related pictures page 3)

SHELL Review Wood River, Illinois

VOL. 35, NO. 8 WOOD RIVER REFINERY SEPT.—OCT., 1972

The records fall again at Mileage Marathon®

Ben Visser and John Martin were this year's big winners at the '72 Mileage Marathon®. The team of Visser and Martin set a new world record for actual miles-per-gallon in the Unlimited Division with the same 1959 Opel station wagon the two used last year.

The Opel recorded a whopping 297.731 mpg against last year's mark of 221.172. That record was set by the same car, with the same team incidentally.

Competing on a beautiful day along the scenic River Road, Visser and Martin also won, for the second year, the Berry-Schuette award for the highest miles-per-gallon with the same 297.731 mark. To round off their day, the team went on to take the R.J. Greenshields Challenge Cup Trophy for the highest ton-miles-per-gallon overall, with 306.663 tmpg.

Last year's record in this category still stands, however. A 1956 Austin-Healey driven by Skeeter and Eileen Hargraves recorded 323.713 tmpg.

Larry Olejnik won the 100-plus tmpg award with, of all things, a 396 cubic-inch Chevy Nova. His mileage was 102.412 tmpg. The tons-miles-per-gallon figure is arrived at by multiplying the weight of the car in tons by the mileage it gets in mpg. Under this system, an average family car weighing 4,000 pounds and getting 15 mpg would get 30 tons-miles-per-gallon.

The Marathon® gained more of a feminine touch this year with the inclusion of eleven female entrants, more than ever before. Three of the ladies, Mrs. Jim Thompson, Mrs. George Stanko, and Mrs. John Baker, won their individual classes.

Greg Johnson was the overall winner in the Sportsman Division, in a 1969 Volks, getting 60.565 tmpg. Larry Olejnik won the Modified Standard class with his 102.412 mark, and George Stanko took home the honors in Modified Automatic with 89.468 tmpg from his 1960 Plymouth. This year the coveted (?) Black Ribbon award for worst mileage went to Jan Heemskerk.

In all, there were 48 entries from the MTM Research Lab, 45 of them in the Modified and Sportsman Divisions.

® Shell Trademark

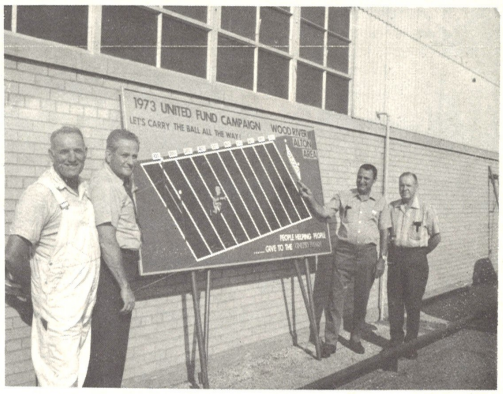
United Fund Nears Completion

The 12th annual Refinery United Fund campaign kicked off this year on October 16. This year's themes are dual in nature: "Thanks to you it's working," and "People helping people."

The Refinery Steering Committee, this year headed by Robby Robinson and Erv Keister, announced the Refinery goal as $28,000, coupled with 100 percent participation.

"The Refinery Steering Committee felt confident this goal could be obtained," Robinson said, adding that it still feels so even though all donation cards have not yet been turned in. With only a few more days to run as this issue of the *Review* goes to press, the campaign has reached 94.9 percent of the goal, collecting well in excess of $26,000. This figure, Robinson noted, is already higher than the total amount collected last year, adding that the Refinery "may well be on the way to an all-time high," amount. Robinson also noted that in addition to the amount given by employees, Refinery Manager Ed Ballman recently donated the Shell Foundation Companies' check for $30,000 to the Alton-Wood River United Fund Drive.

This year's Committee consists of: Rudy Biros, Machinists; Dave Grieve, Operating Engineers; Don Elliott, Oil Worker's Council; Rich Mitchell, Pipefitters; A.P. Moody, Boilermakers; Jim Moore, Engineering Field; Wayne Strickland, Treasury; and Steve Herbert, MTM Research Laboratory.



Joe Hmurovich, Robbie Robinson, Erv Keister and Ed Brown stand beside the sign Joe painted for this year's United Fund campaign at the Refinery.

A rose is a rose--unless it's a farmer's daughter

Meehan's method: flowers under glass.

Everyone has heard the old saw about "a rose by any other name," still being a rose. Just about everyone agrees with it, as well. "Just about" however, does not include Shell retiree Ed Meehan.

Since retiring from Shell in 1961, when he was a zone foreman in Engineering Field, and went by the name "Chris," Meehan has been engaged in growing roses--and more roses, and still more roses. At the present time, Ed has nearly 600 different roses growing in his back yard, from the Kennedy rose to the Farmer's Wife to the Farmer's Granddaughter.

Ed grows the flowers from cuttings, an increasingly popular method for reproducing particular plants, and creating hybrid roses. "I had just retired," Ed recalls, "and my children gave me some flowers to start off with. I've been with it ever since."

Ed's success with flowers enlarged and enriched his retirement in other ways besides consuming time. As his interest grew along with his roses, Ed and his wife Helen, became increasingly involved in the Rose Society of Greater St. Louis, and have traveled to rose growers' conventions across the country.

The Meehan home in Wood River has become something of a mecca for others interested in the art of rose-growing from cuttings. Ed and Helen maintain a visitor's log, which now contains nearly 250 names.

To grow roses from cuttings, Ed suggests a shallow wooden box, 6" deep with drainage and a removable lattice for sun and shade. To start the plant, a "medium" is needed, and Ed recommends 90 percent peat moss with 10 percent perlite to begin with, inside the box, and wet thoroughly.

In choosing cuttings, Ed says to cut below the third or fourth five-leaf stem, if possible and make sure the stem has at least two five-leaf stems on it. Above all, Ed emphasizes, don't let the cutting become dry.

(Continued on Page 3)

A foursome discusses tactics just before taking part in the SRA's annual Golf day.

SRA golf day

It began ominously, Friday night. It was chilly, rainy, windy and just downright miserable that evening, boding no good for the SRA's annual Golf Day.

As it turned out, though, golfers really couldn't have asked for a better day. Cloudless skies and cool temperatures were the rule on Saturday.

Ollie Wilhold was this year's big winner, taking home the Longest Drive, and finishing 2nd in the Blind Bogey contest. John Merkel was right behind, however, winning Low-Gross with a 73, and getting in his licks in the Longest Drive as well. Other winners were Harold Manns, Blind Bogey, and William Little, Closest to the Hole.

Shell and others sponsor study

Shell and 49 other concerned companies in the petroleum industry are financing a two-year, $1.5 million study of Louisiana's coastal and continental shelf region by an organization involving scientists from ten institutions.

The organization, Gulf Universities Research Consortim (GURC), is based in Galveston, Texas. It will attempt to determine what effects--if any--petroleum activities have had on the marine environment.

Findings of the comprehensive study will be made public. Sponsoring companies will have no control over either the collection or interpretation of data, said Dr. James M. Sharp, president and principal investigator for GURC.

Dr. Sharp is one of 20 scientists participating. Dr. Robert J. Menzies of Florida State University is chief scientist for the organization.

"The study," said Dr. Sharp, "is to be conducted in an area roughly ten miles by 40 miles including Timbalier Bay in the Louisiana Delta country and will extend to about the 90-foot depth contour on the continental shelf. Particular attention will be given to comparisons between relatively undisturbed sectors and those which have experienced extensive drilling and production over many years."

Dr. Menzies said that GURC scientists are now "actively reviewing experimental procedures with federal and state agencies in order that the data and information obtained in the research can be developed in a form which permits easy comparison with data the agencies have obtained or are in the process of obtaining."

The objective of the study, said Dr. Menzies, is to answer the question: "Have petroleum drilling and production operations affected the environmental quality in estuaries and continental shelf areas, and what changes, if any, in the ecosystem have resulted from these activities?"

Hugh B. Barton, of Humble Oil & Refining Company, chairman of the industry group financing the GURC study, said that a public and objective study of this nature can replace subjective speculation with a scientific consensus based on valid data. This data can assist the Petroleum industry in its planning and can provide information to governmental agencies as they formulate energy development policies.

Dr. Joseph M. Reynolds, Vice President of Louisiana State University and Chairman of the GURC Board of Trustees, said the study had been planned so that the biologists, marine chemists, geologists, and physicists involved will be taking their samples or measurements at the same locations at the same time.

Classified ads

FOR SALE

1971 Ford LTD two-door hardtop, vinyl roof, air and power brakes. Low mileage, like new. 462-2521. Lloyd Spalding.

1962 Ford 500 Galaxie, AC, power, good running, Joe Hlavsa, 288-7519.

1962 Big 6 Chevy 1/2-ton pickup truck with sports liner aluminum cover. $650, 10' Dreamer brand over-the-cab pickup camper, sleeps four adults, $800.00, A.C. Shelton, 254-0336.

1968, GMC 3/4 ton pickup, new paint, light blue, new tires and battery, Susie Campbell, after 5:30 p.m., 633-5139.

Ride Wanted. From Highway 67 & Jennings Road to Refinery, week of November 20th. Madeline Peters, Ext. 143.

Working to make things better

(Editor's note: First in a series on Shell's commitment toward environmental conservation.)

Everyone talks about the weather but no one does anything about it. Unfortunately, the same is often true on the subject of pollution control.

But at Shell we're putting our money where our mouth is to the tune of some $50 million a year to improve the environment.

"Shell Oil Company has actively pursued environmental conservation as a normal part of business for many years," according to J.B. St. Clair, president of Shell Chemical and a member of a sub-council of the National Industrial Pollution Control Council (NIPCC). "Today, Shell is more concerned about environmental control than at any other time in our history."

In a status report on "Commitments of Cleanup Actions" submitted recently to NIPCC, as part of a study which is eventually submitted to President Nixon, St. Clair points out that "Shell believes the problems of national environmental control will continue to be solved within the bounds of public amenity, responsible regulations and sound business judgement.

Shell is committed to producing both the goods our society enjoys and an environment in which to enjoy them. This commitment extends from the wellhead to the finished product--from guarding the purity of air and water to constructing aesthetically compatible service stations. Here are some examples of expenditures by Exploration & Production in the field of environmental conservation.

Exploration and Production

Shell's E&P conservation efforts in recent years have been concentrated mainly on facilities to properly handle and dispose of produced water, although treatment of produced gas has also been an important item.

The crude oil produced from a well generally contains salt water and gas, which must be separated from the oil. Disposal of the water by a non-polluting method is a major production requirement and expense. Also, the gas must be separated and handled independently of the crude oil.

Actual capital expenditures for 1971 and proposed 1972 commitments in E&P activities come to a total of some $17 million.

Last year alone Shell E&P spent $3.4 million in capital on waste water disposal from oil producing operations and the figure for this year will be about $4.6 million. As one example, a project to eliminate produced water disposal pits in the East Bay Complex of Louisiana was completed earlier this year at a cost of more than a half million dollars.

Construction of facilities to remove hydrogen sulfide from produced gas is another continuing major environmental cost for E&P. A $420,000 project to recover hydrogen sulfide from gas produced at Cat Canyon field in California is due for completion in June, 1973. The concentration of hydrogen sulfide is well below toxic levels, but these gases will have the hydrogen sulfide removed to eliminate undesired odors and reduce sulfur oxide concentration in the air. Several other sulfur recovery facilities are already in existence and capital expenditures in this area for the past two years totals more than $3.3 million.

Sump elimination--to remove unsightly areas, reduce odor and protect wildlife--will total about $4 million this year. In California's Mt. Poso field alone, $2.85 million is being spent to eliminate producing oil well sumps and install new produced water disposal facilities by the end of the year.

These are just some examples of the steps Shell E&P takes to ensure that petroleum is produced in harmony with the environment.

RETIREMENTS

John Linder
Light Oil Processing

Gus Habbe
Aromatics

Rudy Rutherford
Hydroprocessing

Ralph Harrington
Light Oil Processing

Frank Zapf
Refinery Laboratory

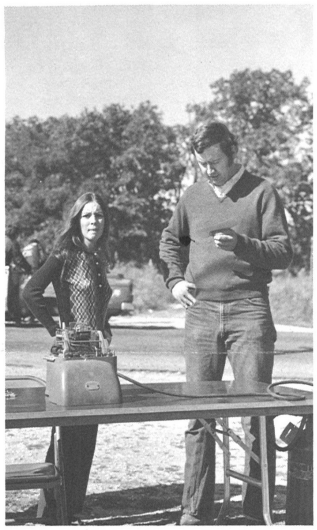
Bart Hellrung
Engineering Field

Sam Mejaski gives Howard Harris a hand during the Marathon.

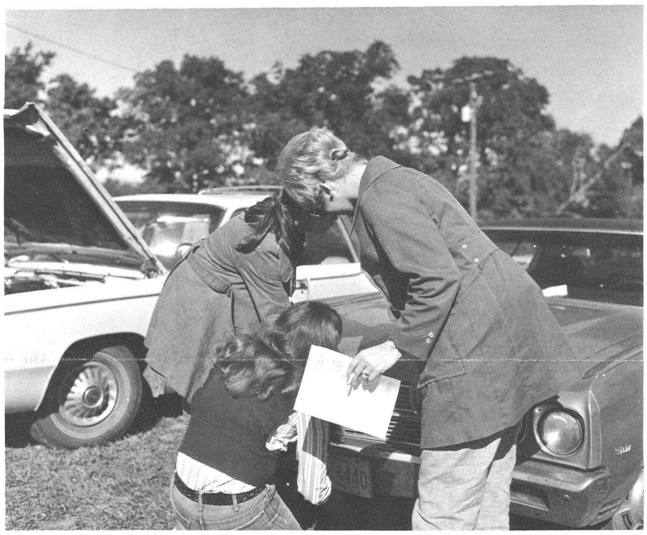
John Martin, on the river road steering the Opel to victory.

1972 *Mileage Marathon® Pictures*

Jennie Oates, Dianne Isaak and Bev Portwood were among the contestants in the Marathon this year, and turned in a creditable performance--once they figured out how to open the hood.



Pat Hendrickson and Ben Visser contemplate various problems at the timing table.



Stiles discusses gasoline

"The current gasoline shortage being proclaimed is more apparent than real," Transportation & Supplies vice president Stan Stiles said in commenting on some published reports of shortages. "Domestic refining distilling capacity has just moved from a 'long' supply position to what could be characterized as a 'balanced' position."

The vice president said that domestic refineries have the capability of meeting increased light product demand during the balance of 1972 and are also capable of maintaining inventories at reasonable levels through the rest of the year.

"During the first half of the year the industry operated at about 86 percent of rated distilling capacity," he explained. "During the second half we would expect the industry to operate at about 93 percent of rated capacity, which should be adequate to cover demand."

Looking to the future, Stiles added that one new refinery with a capacity of 160,000 barrels per day would be completed in 1973, and that minor additions due to normal 'debottlenecking' and improvements in operation efficiency would help the situation.

They will not solve the problem, however.

"We estimate these additions will add another three percent or so to refining capacity," Stiles said. "At the same time, we see demand increasing another five percent or so. Therefore, we can expect that during 1973, we will move from a 'balanced' position towards one of some stringency.

A Rose

(Continued from Page 1)

At this point, the spent flower at the top should be removed and placed into the box. From there on, the plant should be under a jar, dirty, to prevent sunburn, and watered every day.

The rest of the process is a little too long and detailed to go into here, but can be obtained from the Rose Society in a booklet called "Voice of the Rose."

Ed passed his method on to an employee of Shell of India a few years back, and, he notes with pleasure, it worked even in that climate.

Speaking of safety

In recent years, many improvements have been made towards automobile safety. Seat belts, steel door guards, improved bumpers, have all contributed.

Still, the greatest improvement that can be made, to not only reduce injuries but accidents as well, is something no one can engineer into a car: driver judgment.

In the final result, it is the individual driver who, through his actions behind the wheel, decides. And what holds true on the public roads also holds true for those driving within the Refinery.

The dictates of common sense and common courtesy are the best guidelines for safe driving. Speed, for one thing, should be carefully watched, based on what is reasonable and proper for the time, weather and surrounding conditions.

Perhaps one of the more important aspects of driving safety is awareness. A driver who is oblivious to other traffic and his surroundings is asking for trouble.

As with so many other things, safe driving is a product of a mental state. Remaining safety-conscious is a large part of it, driving, working or at play.

Fred Hess

New tires introduced

Shell's newest quality tire line, the Super Shell Steel Belted, has made its appearance at Shell service stations.

A 78-series tire, the Super Shell Steel Belted is constructed with four plies of polyester cord complimented by two belts of steel cord. Its styling includes a seven-rib tread design and reversible whitewalls. One side features the new .85" white stripe with dual white stripes on the other.

The wide, low 78-series profile provides good handling and the open grooves in the tread aid start-stop traction on wet pavement. The two steel cord belts reduce tread squirm while adding mileage and handling performance.

Putting the curb on that greasy skid stuff

A filled epoxy resin-based surfacing composition has been used successfully in the United Kingdom to reduce automobile skidding accidents by 50 percent.

For the last few years this epoxy-based composition has been used almost exclusively in England. One company now attempting to develop a market in the United States using Shell technology is Adhesives Engineering, which markets the product under the name of Concresive Epoxy Asphalt Chipseal.

Shell Chemical Company is the major supplier of EPON® Resins to Adhesives Engineering.

Ten years ago Shell International Research developed the epoxy composition. The epoxy-based adhesive is sprayed on asphalt road surfaces along with chips of bauxite which are from 1/4 to 1/8 inch in size.

This forms a durable, coarse surface on roads which tires can grip better during wet weather to prevent dangerous skidding.

Brian Carr, a chemist formerly with Shell International who helped develop the product and who is now a consultant to Adhesives Engineering, says that the advantages of this product are many.

"The Greater London Council has purchased the lion's share of this adhesive in Europe since 1966," says Carr. "Studies in the United Kingdom have shown that 70 percent of wet skid accidents occur within a few yards of intersections.

"When the compound is applied to each 70 yard run-up to an intersection, accidents caused by skidding can be cut in half.

"While lives are obviously saved by the use of this product, studies show it also pays for itself in nine months." points out Carr. For instance, money is saved in police time, in lawsuits against the city, in traffic snarl time, and in insurance rates. The life of one application is ten or more years."

According to Carr, the epoxy composition was first introduced to the U.S. in August of 1970 when Adhesives Engineering installed the surfacing on a bride in Coalinga, California. The firm has also laid it on the San Francisco-Oakland Bay Bridge.

SERVICE ANNIVERSARIES

Charlie Ingersoll
Refinery Laboratory
30 years

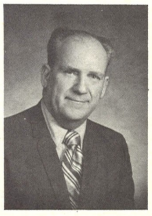
Leon Little
Engineering Field
30 years

Rollie Niemann
Engineering Field
30 years

Boyd Kennedy
Engineering Field
30 years

Frank Valenta
Engineering Field
30 years

Dutch Hochmuth
Light Oil Processing
30 years



Lennie Condellone
Utilities
30 years

Tom Leatherby
Lubricants
30 years

Secondo Ferrari
Engineering Field
30 years

E.L. Gillespey
Light Oil Processing
30 years

Dean Van Bebber
Dispatching
30 years

Abra Coalson
Light Oil Processing
30 years

Joe Fitzgerald
Refinery Laboratory
30 years

Harold Graunke
Hydroprocessing
25 years

Orville Kerr
Hydroprocessing
25 years

Art Curfman
Engineering Field
25 years

Jim Kingston
Engineering Field
25 years

Bob Boettcher
Dispatching
25 years

Bob Huntress
Lubricants
25 years

Ez Speed
Engineering Office
25 years

Walter Hausman
Engineering Services
25 years

Review Wood River, Illinois

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Bill Morris, editor

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