

NOZZLE & WRENCH

WMDACAR

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AN OFFICIAL PUBLICATION OF THE WASHINGTON DC, MARYLAND & DELAWARE SERVICE STATION & AUTOMOTIVE REPAIR ASSOCIATION

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- >> Non-Conforming Uses and Motor Fuel Facilities

Bottom line is we can expect cuts or delays in programs and higher taxes, both personal and business.

KIRK'S CORNER

January 1, 2025 Changes



By Kirk McCauley, Director Of Member Relations & Government Affairs

District of Columbia

Retailers are required to accept cash, with exceptions. Link to new law has exceptions listed - [Chapter 54. Cashless Retail Prohibition. | D.C. Law Library](#)

DC Family/Medical leave poster you are required to post [DC Family Medical Leave Act Poster_English_5.17.2024.pdf](#)

Delaware

Minimum Wage in Delaware becomes \$15.00 per hour. Link to poster required [DOL Labor Law Poster](#)

Maryland- Howard County

[Minimum wage for employers with 15 or more employees Becomes \\$16.00 per hour. minimumwagelawhoco.pdf.](#)

Annapolis

Annapolis plastic bag ban takes effect January 22, 2025, you must charge 10 cents for paper bag. [View Ordinance 5-24](#)

Maryland legislative session will open on January 8th, with a focus on budget deficit of 1 billion dollars in current year and blooming to 2.7 billion in 2026 and on steroids to almost 6 billion in 5 years. Stunning since Governor Hogan left office with a balanced budget!

Bottom line is we can expect cuts or delays in programs and higher taxes, both personal and business. Small business has taken on its share of costly programs, and it will be imperative to minimize efforts to add on to our expenses. As of this writing 560 bills have been filed before session opens and will climb to around 2800 bills by early February. WMDA/CAR is reading text of bills that could affect our membership. Bills that affect labor costs, taxes, tobacco, OTP, environmental regulation, restrictions on sales, Repair shop issues and Retail theft. They all require examinations. Article from Maryland matters on what to expect this year

[Ferguson: 'Everything is on the table' to address budget deficit - Maryland Matters](#)

The same holds true on a smaller scale for Delaware (not as many bills introduced) and DC which is open year around. Example in DC is UST regulations we have been engaged with for close to 2 years for tank age and we are making considerable progress but enough said on that subject, old saying, "loose lips sink ships."



Continues on page 4

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2025 CALENDAR

FEB. 4 - APR. 8 **LEGISLATIVE TUESDAYS** — via Zoom (*Link will be sent separately*)

FEB. 22 **TRAINING DAY** at Lincoln College of Technology

JUNE 10 **7TH ANNUAL GOLF OUTING** at Renditions

SEPT. 29 **MAFCAS 2025** at Maryland Live

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Continued from cover

WMDA/CAR request to members

During a legislative session there are bills that member participation is beneficial in a big way. This is something every member should be ready to do, your email, phone calls, written testimony, verbal testimony or attendance do have influence.

I am asking every member to pre-register on Maryland General Assembly website now, so when issues come up you can send written testimony or testify at hearing. This way you are all set. You can be registered in 10 minutes or less. Phone calls and email to individual legislators you can do without signing up. Sign up now [Register](#).

Since we are trying to stay ahead of issues now is also a good time to find out who your legislators are and how to contact them. [Members - Find My Representatives](#), click on **lookup** and put your address and zip in and your state and federal representatives will come up. In this case we are only concerned with the state. Look at it this way ,it's your money or was until a certain bill passed. Now it is the state's money, be initiative-taking and help WMDA/CAR keep money in your wallet.

Legislative Tuesdays every week starting February 4th until April 8th. Weekly updates via Zoom. Links and reminders will be sent out every week. ■



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TRAINING DAY

FEBRUARY 22, 2025

Registration: 7:00 a.m. onwards
Breakfast: 7:15 a.m. onwards
Breakfast, lunch & snacks included with registration fee.

Training Classes 8:00 am–5:00 pm / Auto Repair Tradeshow 9:00 am–3:00 pm
Lincoln Tech of Columbia / 9325 Snowden River Parkway, Columbia, MD
WMDA/CAR Members: \$199/person / Non-Members: \$219/person*

Tradeshow open to ALL repair shops – FREE to attend.

ALL-DAY SESSIONS: 8 am-5 pm

1 A Logical Approach to Port Injection and GDI Driveability Concerns

Presenter: Brandon Steckler

✓ **AUTO REPAIR TRADESHOW**
9:00 am–3:00 pm

✓ **LUNCH**
11:30 am–1:00 pm

MORNING SESSIONS: 8 am-Noon

2 Electrified Vehicles - Maintenance Opportunities

Presenter: David Lownsbury

3 Diagnostics: Beyond the Silver Bullet

Presenter: Keith Perkins

4 Basic Electric Presenter: Michael Carretta

5 Advanced Network Diagnostics

Presenter: Gary Smith

6 It's Not Our fault! Building Value

Presenter: Maylan Newton AAM

AFTERNOON SESSIONS: 1 pm-5pm

7 Diagnosing Gnarly Intermittent Faults

Presenter: Gary Smith

8 Effective Communication Makes the Difference!

Presenter: Maylan Newton AAM

9 Advanced Driver Assistance Systems

Presenter: Steve Crowe

***EARLY BIRD RATES**

(Ends 1/17/25)

Members: \$179/person | **Non-Members: \$199/person**

Attendee 1: _____	ALL DAY # _____	MORNING # _____	AFTERNOON # _____
Attendee 2: _____	ALL DAY # _____	MORNING # _____	AFTERNOON # _____
Attendee 3: _____	ALL DAY # _____	MORNING # _____	AFTERNOON # _____
Attendee 4: _____	ALL DAY # _____	MORNING # _____	AFTERNOON # _____

Tradeshow attendee only – No fee, list names above for badges.

CONTACT INFORMATION

Contact Person: _____
Company Name: _____
Mailing Address: _____
City/State/Zip: _____
Phone _____ E-mail: _____

REGISTRATION FEES *Early Bird Rate ends 1/17/25

Member Registration _____ @ ~~\$199~~/ea. **\$179/ea.**
Non-Member Registration _____ @ ~~\$219~~/ea. **\$199/ea.**
Total Amount Due: \$ _____
(*Breakfast, Lunch & Snacks included with registration)



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Email: training@wmda.net **Fax:** 301.383.2725 **Tel:** 301.390.0900

TRAINING DAY 2025 SESSION DESCRIPTIONS

ALL-DAY SESSIONS: 8 am–5pm

1. A Logical Approach to Port Injection and GDI Driveability Concerns

Presenter: Brandon Steckler (8 hours)

Stick with Brandon Steckler as he takes you through a logical approach solving seemingly difficult driveability symptoms. The course objective is to first, take the novice driveability-tech and offer insight as to how fuel injection strategy functions. After thorough discussion of what critical inputs are necessary and how they contribute to the decision of the proper fuel injector pulse-width, interactive class exercises will begin. Using a vehicle with a MAF fueling strategy, a series of experiments were conducted to create a low-power driveability fault. The faults include:

- Exhaust restriction
- Air Filter restriction
- Fuel restriction
- un-metered air before throttle plate
- un-metered air after throttle (vacuum)

The scan data will be presented in graphed format, for “action/reaction” comparison, as well as in a format featured only by certain scan tools. The goal of the class is to have the attendees analyze the data and decipher which fault is responsible for the data being viewed at that time.

Attendees will leave with an understanding of fuel injection strategy, fuel feedback control and the ability to use generic scan tool data to make preliminary decisions about diagnostic-direction, right from the driver's seat. After that, the course will transition into an approach to GDI system driveability faults and how they differ from that of port injection. Delivered in an easily-digestible format, the class is designed to be highly interactive and technicians of all skill levels will benefit from it! [For: Technicians](#)

MORNING SESSIONS: 8 am–Noon

2. Electrified Vehicles - Maintenance Opportunities

Presenter: David Lownsbury, AVI Ondemand

Safety will be reviewed along with proper usage of Personal Protective Equipment (PPE) and when it is to be used. Vehicle type identification leading into covering the basics of hybrid and EV operation such as how to: Enter, Start and Drive a Tesla and other out of the normal style vehicle types. Engaging the learner with a mix of in-shop hands on activities will define maintenance opportunities and create a culture that motivates customers to have their Hybrid or EV serviced at your location. We will explain the wide variety of low voltage system services you should offer as well as provide information on the various high voltage system services to offer. Tools, tips and tricks will be discussed along with many step-by-step processes and critical services which can currently be performed. Highlighted too, will be a variety of hybrid/EV specific procedures for systems such as cooling and fuel services. [For: Technicians](#)

3. Diagnostics: Beyond the Silver Bullet

Presenter: Keith Perkins

We have all been told we must have a process; this class outlines a process used to approach all facets of customer concerns as well as providing resources to aid in creating and sticking to the process. Every level of technician, service advisor and manager will leave with their own “golden nugget” of knowledge out of this class.

[For: Technicians, Managers, Service Advisors](#)

4. Basic Electric

Presenter: Michael Carretta

[For: Technicians, Managers](#)

5. Advanced Network Diagnostics

Presenter: Gary Smith, DiagNation

Automotive communications network diagnostics can be some of the most challenging diagnostic scenarios that technicians face today. In this class, you will learn game-changing network diagnostic techniques and will learn in-depth physical testing to quickly and accurately nail down the cause of your network fault.

- Learn the physical properties of the CAN and other bus lines for testing.
- Learn about using the transport layer and knowledge of the protocol rules to identify the cause of the fault.
- Learn 5 VISUAL waveforms to guide your next step, don't waste time anymore!
- Learn truly effective diagnostic strategies and approaches to network problems.

To maximize class, please bring your laptop with Pico 7 software loaded, as we will be actively diagnosing network conditions and you will be provided with study waveforms for the class. [For: Technicians](#)

6. It's Not Our fault! Building Value

Presenter: Maylan Newton AAM, Educational Seminars Institute

With today's sophisticated automobiles and complex control systems, getting paid for your diagnosis, inspection, and research to repair the systems is more important than ever. We have a sophisticated car driven by someone who doesn't understand that. We didn't build it, buy it or break it. We are just trying to keep you on the road! How do we build value and justify the investment in time, equipment and knowledge to the customer? Join us as we guide service advisors on building value for the cost of inspection and testing of these computers on wheels.us as we help the service advisor the cost of inspection and testing of these computers on wheels. [For: Service Advisors](#)

AFTERNOON SESSIONS: 1pm–5pm

7. Diagnosing Gnarly Intermittent Faults

Presenter: Gary Smith, DiagNation

This class will fill the attendee with several out-of-the-box diagnostic thoughts, approaches and strategies for tracking down and successfully diagnosing those gnarly “ghost” faults that can be so difficult to solve. We will look at several methods used every day on the DiagNation Support Hotline to help technicians with a “Guided Fault Finding” pathway to solve these vexing issues, regardless of the system you are working with. Learn why the shop and technicians often make intermittent diagnosis more difficult and learn how to avoid these mistakes and leverage a customized approach to each intermittent fault you approach. We will use actual case studies to prove these methods of approach. This is a DON'T MISS CLASS. [For: Technicians](#)

8. Effective Communication Makes the Difference!

Presenter: Maylan Newton AAM, Educational Seminars Institute

Poor communication is the most extensive time and money waster in repair shops today. Ineffective communication creates confusion, frustration, and a loss of clients. In this class, we will cover the following:

- The 7 points of miscommunication in your business
- How to improve communication in these 7 points
- The filters for communication
- Why we must be active listeners
- Tools to enhance your shop's communication with customers and staff

68 % of the customers leave because of an attitude of indifference on the part of the service provider. This perception of indifference is a communication issue! Good communication helps retain customers and employees. [For: Managers, Shop Owners](#)

9. Advanced Driver Assistance Systems (ADAS)

Presenter: Steve Crowe, Montgomery College

It is here to stay and GROWING for what it means to repair shops...whether you are doing full recalibrations or not. This class will cover specific examples of what you need to know and can expect to see going forward.

- A definition of the different levels of systems
- Legislation concerning upcoming mandatory equipment on cars to be required by the Federal Government
- Why we are not there yet
- Survey of systems with a little history
- Overview of the ASE L-4 composite vehicle to demonstrate some of the procedures needed to repair ADAS systems and how seeming unrelated repairs can cause an ADAS problem.
- Examples of equipment to perform task
- Examples of potential legal ramifications of not performing repairs correctly or skipping required procedures/processes

[For: Technicians, Service Advisors, Shop owners](#)



WMDACAR

YEAR IN

2024

REVIEW

TRAINING DAY



WMDACAR
YEAR IN
2024
REVIEW

ANNUAL MEETING



GOLF OUTING



GOLF OUTING

WMDACAR YEAR IN 2024 REVIEW



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YEAR IN
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FAMILY PICNIC



MAFCAS



MAFCAS



WMOACAR YEAR IN 2024 REVIEW



Non-Conforming Uses and Motor Fuel Facilities

Brought to you by James L. Parsons, Jr., [Lynott, Lynott & Parsons, P.A.](#)

Land use and zoning laws are designed to regulate how properties are developed and utilized. Zoning ordinances set out specific rules that determine what types of structures can be built, how land can be used, and what activities can take place on a property. Under some local zoning ordinances, motor fuel facilities are allowed to operate as a permitted use, but in most local jurisdictions in Maryland, the development and operation of a motor fuel facility requires zoning board approval of an application for a special exception, also known as a conditional use. Motor fuel facilities that were constructed lawfully before the advent of special exceptions but are no longer lawful under current laws may still lawfully operate as non-conforming, or “grandfathered” uses.

What is a Non-Conforming Use?

A non-conforming use refers to a property or a land use that was legally established according to zoning laws but does not comply with new zoning regulations. Some local jurisdictions, such as Montgomery County, require that an owner of a property submit an application to the County for a non-conforming use, after which the County issues a certification if it determines that the use qualifies as a non-conforming use.

Legal Aspects of Non-Conforming Uses in Maryland

Maryland, like many other states, has guidelines on how non-conforming uses are handled. Local zoning ordinances often contain provisions for non-conforming uses that allow the property owner to continue the use, as long as certain conditions are met. These conditions typically include a prohibition on any expansion of the non-conforming use, and a provision that the non-conforming use will be deemed abandoned if the use is discontinued for a specified period (commonly 6 months to a year). The laws seek to strike a balance between maintaining the vested right to the use on one hand, and the elimination of the nonconformity on the other.

Due to their inherent nature, Maryland law is clear that nonconforming uses are not favored. While an expansion of a non-conforming use is prohibited, an intensification of the use may be allowed. In *McKemy v. Baltimore Co.*, 39 Md.App. 257, 385 A.2d 96 (1978), the Court of Special Appeals of Maryland set forth the factors to determine whether a proposed use is within the scope of an existing non-conforming use as follows:

- (1) to what extent does the current use . . . reflect the nature and purpose of the original nonconforming use;
- (2) is the current use merely a different manner of utilizing the original nonconforming use or does it constitute a use different in character, nature, and kind;
- (3) does the current use have a substantially different effect upon the neighborhood;
- (4) is the current use a “drastic enlargement or extension” of the original nonconforming use.

Id. at 269-70, *see also*, *County Com’rs. of Carroll County v. Zent*, 86 Md.App. 745, 587 A.2d 1205 (1991).



A non-conforming use refers to a property or a land use that was legally established according to zoning laws but does not comply with new zoning regulations.

The change of an approved nonconforming use into a new and different use is also not allowed, even if there is no outward change in the appearance of the building being used. *National Insts. Of Health Fed. Credit Union v. Hawk*, 47 Md.App. 189, 200, 422 A.2d 55.

Owners of properties with non-conforming uses must be careful when making changes or additions to the property, as such changes or additions may result in the loss of the non-conforming use status. The case of *Purich v. Draper Properties, Inc.* 395 Md. 694 (2006) illustrates this point. In that case, Draper Properties, Inc. (DPI) owned a property on which a gas station had operated as a non-conforming use since 1963. DPI leased the property to Shell, and in 1997, Shell applied for a special exception to be able to “modernize” the property, including the installation of new pump islands, a new canopy, and renovations to the exterior of the building. The Montgomery County Board of Appeals granted the special exception in 1997, but Shell never implemented any of the upgrades. Shell’s lease then expired,

and DPI then leased the property to a new tenant, Petroleum Marketing Group, Inc. (PMG).

At the request of PMG, the County’s Department of Permitting Services (DPS) confirmed that the property still maintained a non-conforming use status, based upon the fact that the upgrades required by the special exception were never implemented. DPS then requested that the Board revoke the special exception. In response to the request from DPS, the Board revoked the special exception, and an adjacent property owner appealed that decision. In the ultimate appeal of the case, the Court of Appeals of Maryland (now known as the Supreme Court of Maryland) found that after the special exception was granted, the use became a permitted use, and the nonconforming use status was abandoned after the special exception was granted and 6 months elapsed. As a result, the nonconforming use status was terminated. The Court remanded the case to the Board of Appeals to determine the status of the special exception.

Conclusion

Non-conforming uses are an important aspect of land use law in Maryland and in other states. While they are often a result of changing zoning laws and land development patterns, they also present a balancing act for local governments and property owners. Zoning ordinances allow for non-conforming uses to continue under certain conditions, but they also ensure that changes in land use can reflect the evolving needs and priorities of communities. The owner/lessee of a gas station property with a non-conforming use status must be careful when making changes to the property to be sure that the property does not lose its non-conforming use status. If the non-conforming use is terminated, the only way that the gas station can continue to lawfully operate would be to obtain approval of a conditional use/special exception, provided that the owner/lessee can show that the use meets the requirements for that zoning classification. ■

The advertisement features a blue border and two circular logos at the top corners, each containing the letters 'S', 'P', and 'E' and the words 'SALES', 'SERVICE', and 'SUPPORT'. The central text reads: "Gilbarco just announced they will no longer support Flex II equipment". Below this text, there are four images: a gas station attendant terminal, a black Flex II nozzle, a gas station attendant terminal with a digital display showing '1308' and '5930', and a Flex IV nozzle. Blue arrows point from the Flex II nozzle to the Flex IV nozzle. At the bottom, the text says: "Contact us today to learn how to avoid any loss of service or penalties/fees". Below this is the email address Sales@SpiglerPetroleum.com, the phone number 443-471-7600, and a QR code with the text "SCAN ME" below it.

CTA Injunction Reinstated



By Roy Littlefield IV

The Corporate Transparency Act saga took a welcome turn at the end of 2024 after a Fifth Circuit Court panel reinstated the nationwide injunction against the statute.

As a result of the order, businesses are not required to comply with the Corporate Transparency Act's reporting requirements until the panel is able to more fully consider the injunction and the underlying merits of the legal challenge.

The key paragraphs from that ruling are below:

On December 3, 2024, the district court entered an order enjoining enforcement of the Corporate Transparency Act and its corresponding Reporting Rule. The Government requested a stay of the preliminary injunction, which the district court denied. The Government appealed, and on December 23, 2024, a motions panel of this court granted the government's emergency motion for a stay pending appeal. The order also expedited the appeal to the next available oral argument panel.

The merits panel now has the appeal, which remains expedited, and a briefing schedule will issue forthwith. However, in order to preserve the constitutional status quo while the merits panel considers the parties' weighty substantive arguments, that part of the motions-panel order granting the Government's motion to stay the district court's preliminary injunction enjoining enforcement of the CTA and the Reporting Rule is VACATED.

The panel also announced that it would hear arguments on March 25 on whether to keep the injunction in place while the broader case is heard by the full court. So absent the federal government appealing the decision to the Supreme Court — and SCOTUS intervening in the case — the injunction will stay in place through the end of March 2025, at the earliest.

In other words, the order means covered entities do not need to file their Beneficial Ownership Information reports prior to that proceeding.

Meanwhile, we are still waiting on the Eleventh Circuit ruling on the case from Alabama and expecting a decision soon from the Western District of Michigan where the judge has already signaled his sympathy for the plaintiffs.

And finally, the new administration takes office on January 20th and we are working to get an administrative delay implemented through the end of 2025.

Key members of the Trump team have already weighed in against the CTA. We just need to turn those concerns into action.

The unpredictability we're seeing in the courts is a central part of our argument for an administrative delay. The ruling is a welcome development that should give us the time necessary to get that done. ■



...the order means covered entities do not need to file their Beneficial Ownership Information reports prior to that proceeding.

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save or make enough to pay for your membership in WMDA/CAR!*

IRS Raises 2025 Business Mileage Rate to 70 Cents per Mile



By Roy Littlefield III

The Internal Revenue Service announced that the optional standard mileage rate for automobiles driven for business will increase by 3 cents in 2025, while the mileage rates for vehicles used for other purposes will remain unchanged from 2024.

Optional standard mileage rates are used to calculate the deductible costs of operating vehicles for business, charitable and medical purposes, as well as for active-duty members of the Armed Forces who are moving.

Beginning Jan. 1, 2025, the standard mileage rates for the use of a car, van, pickup or panel truck will be:

- 70 cents per mile driven for business use, up 3 cents from 2024.
- 21 cents per mile driven for medical purposes, the same as in 2024.
- 21 cents per mile driven for moving purposes for qualified active-duty members of the Armed Forces, unchanged from last year.
- 14 cents per mile driven in service of charitable organizations, equal to the rate in 2024.

The rates apply to fully-electric and hybrid automobiles, as well as gasoline and diesel-powered vehicles.

While the mileage rate for charitable use is set by statute, the mileage rate for business use is based on an annual study of the fixed and variable costs of operating an automobile. The rate for medical and moving purposes, meanwhile, is based on only the variable costs from the annual study.

Under the Tax Cuts and Jobs Act, taxpayers cannot claim a miscellaneous itemized deduction for unreimbursed employee travel expenses. And only taxpayers who are members of the military on active duty may claim a deduction for moving expenses incurred while relocating under orders to a permanent change of station.

Use of the standard mileage rates is optional. Taxpayers may instead choose to calculate the actual costs of using their vehicle.

Taxpayers using the standard mileage rate for a vehicle they own and use for business must choose to use the rate in the first year the automobile is available for business use. Then, in later years, they can choose to use the standard mileage rate or actual expenses.

For a leased vehicle, taxpayers using the standard mileage rate must employ that method for the entire lease period, including renewals.

Notice 2025-5 contains the optional 2025 standard mileage rates, as well as the maximum automobile cost used to calculate mileage reimbursement allowances under a fixed-and variable rate (FAVR) plan.

The notice also provides the maximum fair market value of employer-provided automobiles first made available to employees for personal use in 2025 for which employers may calculate mileage allowances using a cents-per-mile valuation rule or the fleet-average-valuation rule. ■

While the mileage rate for charitable use is set by statute, the mileage rate for business use is based on an annual study of the fixed and variable costs of operating an automobile.



www.wmdacar.com

WMDACAR

TRAINING DAY

FEBRUARY 22, 2025

8:00 am-5:00 pm / Tradeshow Hours 9:00 am-3:00 pm
Lincoln Tech of Columbia / 9325 Snowden River Parkway, Columbia, MD

Sponsorship & Exhibitor Sign Up

WMDA/CAR's Training Day 2025 is the leading educational program for automotive repair and maintenance shops in the Washington DC, Maryland and Delaware area. Training for owners, managers and technicians from the industry's leading experts.

PLEASE CHECK DESIRED SPONSORSHIP:

SIGNATURE SPONSOR - \$3,000

FRIDAY, FEB. 21:

Happy Hour Sponsor (5:30-7:30 pm) - \$1,500
Meet & Greet for all event sponsors, Shop Owners and Industry's leading coaches

SATURDAY, FEB. 22:

- Continental Breakfast Sponsors - \$1,000
- Hot Lunch Sponsors - \$1,500
- Morning Break Sponsor - \$500
- Afternoon Break Sponsor - \$500
- Event Supporter - \$300
- Door Prize Donation _____

Exhibitor Tabletop - \$500
6' table and 2 chairs provided.

ALL TRAINING DAY SPONSORSHIPS INCLUDE:

- ✓ Company name on all marketing materials.
- ✓ Company name and logo on Training Day signage.
- ✓ One Tabletop Display (Includes 6' table & 2 chairs)
- We require a Tabletop

CONTACT INFORMATION

Contact Person: _____
 Company Name: _____
 Mailing Address: _____
 City: _____ State: _____ Zip: _____
 Phone _____ Fax: _____
 E-mail: _____

PAYMENT INFORMATION

Total Amount Due: \$ _____
 Check (Payable to WMDA)
 Bill my credit card: Visa MasterCard American Express
 Account # _____ CVV Code: _____
 Account Name (print): _____
 Exp. Date: _____ Billing Address Zip Code: _____
 Signature: _____
or Checking this box is my electronic signature
 We will provide a Door Prize (list donation in left column)

SUBMIT FORM VIA:

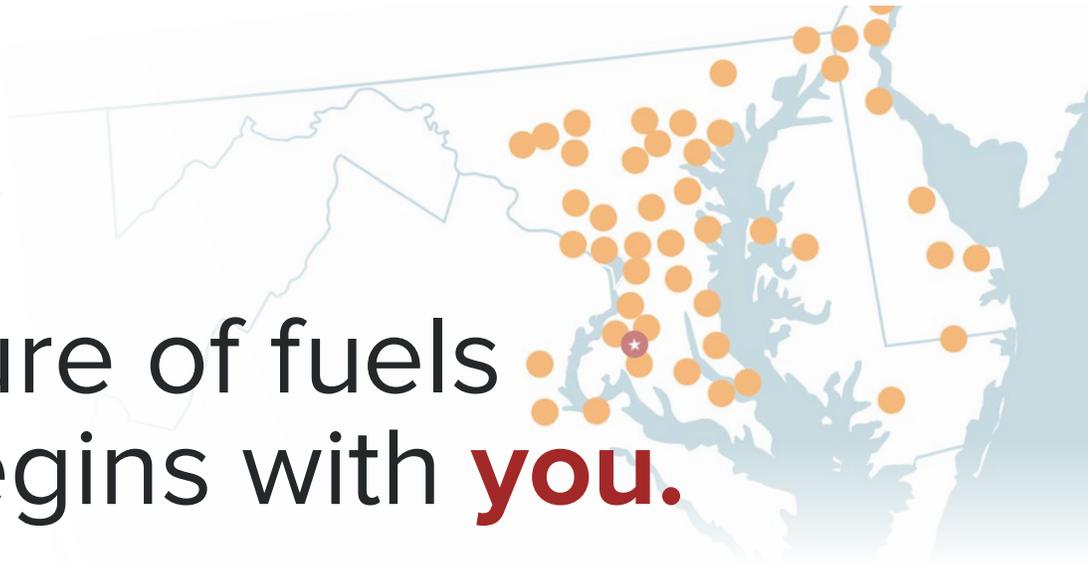
EMAIL: training@wmda.net

MAIL: WMDA, 1532 Pointer Ridge Place, Suite F, Bowie, MD 20716



Wills Group

The future of fuels retail begins with **you.**



With nearly 100 years of experience in the industry, the Wills Group is one of the most trusted fuels network partners, with nearly 300 locations across the Mid-Atlantic region.

Why work with the Wills Group:

We aim to be the preferred choice, working in partnership with our customers to offer superior value.

Key benefits:



Custom solutions
Partner approach for best value



Industry-leading fuel brands
Lowest fuel prices



Flexible credit and EFT terms
No hidden fees

Three ways to work with us:

Self Service

- Best and lowest fuel cost
- Guaranteed fuel supply
- Upfront delivery costs with negotiated rates

Flexible Growth

- All Self Service benefits
- Site upgrade assistance
- Cash grant options

Wills Advantage

- All Self Service & Flexible Growth benefits
- Management of fuel system upgrades
- Splash In ECO Car Wash franchise opportunity

Fuels network brands and companies:

