

NOZZLE & WRENCH

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

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This year in Maryland alone we saved our members thousands of dollars.

KIRK'S CORNER

WMDA/CAR Membership



By Kirk McCauley, Director Of Member Relations & Government Affairs

Why Should my business and multiple locations be a member? You can turn your head, cover your ears, and say what is in it for me? This year in Maryland alone we saved our members thousands of dollars. Bills that were outright killed or amended. A dealer told me we do not care if we can pass it along to customers! Does this guy live on a different planet where there is no competition, and you are not allowed to purchase items across county and state lines?

Convenience store, bayed station, and repair facilities received their dues back tenfold. Multiple locations should all be signed up at \$299 for primary location and \$149 for additional location. Membership is an easy decision!

I am happy to answer any questions on legislation you might have.

Advocating for and Protecting our Members 2025 Maryland Legislative Session

HB0029 __ (SB0917)	Electronic Payment Transactions - Interchange Fees - Calculation and Use of Data	S	F
HB0069	Environment - Plastic Products - Postconsumer Recycled Content Program	O	F
HB0083	Environment - Tire Recycling Fee - Alterations	O	F
HB0102 __ (SB0225)	Family and Medical Leave Insurance Program - Revisions	S	P
HB0113 __ (SB0584)	Civil Actions - Noneconomic Damages - Personal Injury and Wrongful Death	O	F
HB0179 / CH0192 (SB0011 / CH0191)	Organized Retail Theft Act of 2025	S	P
HB0212	Maryland Building Performance Standards - Fossil Fuel Use and Electric-Ready Standards	O	F
HB0232 __ (SB0346)	Maryland Beverage Container Recycling Refund and Litter Reduction Program	O	F
HB0340	Climate Change - Attorney General Actions, Climate Change Restitution Fund, and Climate Change Restitution Fund Advisory Council	O	F
SB0321/HB0352	Budget Reconciliation and Financing Act of 2025	O	P

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HB0505 (SB0434)	Renewable Energy Portfolio Standard - Renaming and Alterations	O	F
HB0539 (SB0850)	State Lottery – Ticket Purchase and Delivery by Third-Party Entity – Authorization	O	F
HB0582	Labor and Employment - Exemptions from Overtime Pay - Administrative, Executive, or Professional Capacity	O	F
HB0618	State Lottery - Internet Sales of Subscription Plans - Authorization	S	P
HB0632	Labor and Employment - Workplace Fraud - Application (Maryland Workplace Fraud Act of 2025)	O	F
HB0843	Consumer Protection - Motor Vehicles - Right to Repair	S	F
HB0846	Transportation Access and Revenue Act	O	F
HB0897	Maryland Department of Transportation - Electric Vehicle Charging Infrastructure Expansion - Plans and Programs	N	F
HB0903	Courts - Global Warming and Climate Change - Prohibited Actions (Ratepayer Protection Act of 2025)	S	F
HB0973 (SB0804)	Maryland Building Performance Standards - Fossil Fuel Use, Energy Conservation, and Electric- and Solar-Ready Standards (Better Buildings Act of 2025)	O	F
HB1096 (SB0938)	Fraud Prevention and Worker Protections - Prohibitions, Penalties, and Enforcement	O	F
HB1241 (SB0842)	Electronic Smoking Devices - Seizure and Wholesaler Record-Keeping Requirements	S	P*
HB1300	Baltimore City - Cigarettes and Other Tobacco Products - Public Notice of Application for County License	O	F
HB1379	Alcoholic Beverages - Class A License - Retail Establishments (Alcoholic Beverages Modernization Act of 2025)	S*	F
HB1400 (SB0823)	No Tax on Tips Act	O	F
HB1415	Environment - Building Energy Performance Standards and Energy Use Intensity Targets - Exemptions	S	F
HB1438	Labor and Employment - Exemptions from Overtime Pay - Administrative, Executive, or Professional Capacity	O	F
HB1441 (SB0918)	Business Regulation - Electronic Smoking Devices Manufacturers - Certifications	S	F
HB1451 (SB0779)	Climate Solutions Affordability Act of 2025	S	F
HB1469	Taxes - Sugary Beverage Distributor Tax (For Our Kids Act)	O	F
HB1484 (SB0978)	Environmental Permits - Requirements for Public Participation and Impact and Burden Analyses (Cumulative Harms to Environmental Restoration for Improving Shared Health - CHERISH Our Communities Act)	O	F
HB1508 (SB1037)	Baltimore City - Sales Tax - Authorization	O	F
HB1532	Vehicle Emissions Inspection Program - Testing and Inspection - Grounds for Failure	O	F
HB1554 (SB1045)	Sales and Use Tax - Taxable Business Services - Alterations	O	F
SB0214 / CH0058 (HB0012 / CH0057)	Cannabis - Sale and Distribution - Tetrahydrocannabinol Offenses	N	P
SB0256 (HB0049)	Environment - Building Energy Performance Standards - Compliance and Reporting	O	P
SB0316 (HB0398)	Abundant Affordable Clean Energy - Procurement and Development (AACE Act)	O	F
SB0355	Family and Medical Leave Insurance Program - Delay of Implementation	S**	F

SB0557 (HB1008)	Vehicle-Miles-Traveled Tax and Associated Mandated Devices - Prohibition (Transportation Freedom Act of 2025)	O	F
SB0658 (HB1288)	Labor and Employment - Noncompete and Conflict of Interest Provisions	N	F
SB0686	Environment - Extended Producer Responsibility for Batteries and Battery-Containing Products (Battery Stewardship Act)	O	F
SB0742	Vehicle Laws - Inspection Requirement	O	F
SB0807	Environment - Local Building Energy Performance Standards - Authorization	O	F
SB0809 (HB1458)	Declaration of Rights - Right to Minimum Wage for Tipped Workers	O	F
SB0824	Alcoholic Beverages - Prohibition on Class A Licenses for Chain Stores, Supermarkets, and Discount Houses - Repeal	S*	F
SB1020	Environment - Advanced Clean Cars II Program - Application and Enforcement	S***	F
SB1043	Transportation Trust Fund - Revenue and Distribution (Maryland Mobility Act of 2025)	O	F

S=Support O=Oppose F=Failed P=Passed CH = Signed by Governor as of this writing
N-Neutral -Tracking bill in case something is added

*Support with amendment, SB 842 passed without requested amendment

** SB 355 did not pass (2 year delay for FML)18 month Delay for FML was added to HB102 that did pass -new dates 01/01,2027 for start of collection and 01/03/2028 for start of availability to access leave.

*** SB1020 did not pass, Governor put same provision in effect by Executive Order
[Executive Orders - News - Office of Governor Wes Moore](#)

Maryland Department of Environment – Oil Control

There has been an issue with piping and UST double wall tank testing on location that had system installation before 2009. MAPDA, WMDA, and UST specialists from suppliers had a good meeting with oil control on April 25 to discuss how to move forward and stay well within the area of environmental concerns. Discussions are ongoing and I will fill you in as they develop.

Delaware legislation

We have reported that Governor Matt Meyer has proposed a \$0.50 per pack increase in cigarette prices but have not seen the bill. In a proactive measure MAPDA and WMDA have sent out a Flyer out. On the flyer is a QR code that Delaware tobacco dealers can use to send a message to legislators, flyer is in this issue.

Delaware Governor has also said he is not in favor of California Clean Cars II program. He is not in favor of government Mandates on consumers. Bills we are tracking and will testify on.

[HB92](#) Repeal of Advanced Clean Cars II Program - Synopsis

This bill repeals the Delaware Advanced Clean Air Program and adopts the Delaware Low Emissions Program thereby terminating the Electric Vehicle Mandate.

[B77](#) ESD Product Directory - Synopsis

This Act prohibits the sale of electronic smoking devices and nicotine vapor products that are not included in a directory of manufacturers and products eligible to be sold in the state. To be added to the directory, manufacturers of electronic smoking devices and nicotine vapor products must certify that they have complied with federal tobacco product premarket application requirements and pay annual fees.

We supported a similar bill in Maryland that did not move.

[SB89](#) Credit Card Surcharges - Synopsis

This Act prohibits a seller that regularly accepts payment by credit card from (1) imposing a credit card surcharge greater

than the percentage processing fee charged by the credit card company, for transactions of \$1,500 or less, and (2) refusing to accept payment by credit card or imposing any credit card surcharge, for transactions that exceed \$1,500.

Save the Date

MAFCAS, , Legislative and Industry Work Group, Trade Show, Cocktail Hour and Customer Service Awards Dinner all the same day, Monday September 29, put that date in ink, and make plans to attend

This month WMDA/CAR will start receiving nomination for Customer Service Contest from Suppliers, who will each have 10 nominations. Member Repair facilities will be nominated by CAR and If a member wants to be included they can also self-nominate by sending an email to kmccauley@wmda.net or to Swapna at ssripada3@wmda.net. Independent service stations and convenience stores can also self-nominate by doing the same. ■

STOP THE TAX INCREASE ON TOBACCO PRODUCTS IN DELAWARE

**Governor Meyer is proposing
a tax increase on tobacco products**

We need you to act **TODAY** to let the Delaware legislature
know you are opposed to these tax increases!



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ACTION
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Legislators by
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**If You are in the Fuel,
Convenience Store or
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SEPTEMBER 29, 2025

**MAFCAS TRADESHOW & AWARDS DINNER
MARYLAND LIVE CASINO & HOTEL**

Mid-Atlantic Fuel, Convenience & Auto Repair Show (MAFCAS) will be held at Maryland Live Casino & Hotel on Monday September 29, 2025. Legislative – Industry Issues Forum will be during show. Both the tradeshow and Legislative Issues Forum are Free to attend. You will have opportunity to ask questions, MDE, ATCC, W&M, Comptrollers office, WMDA/CAR attorney, Lottery, SSDA-AT and leaders in our industry will be there to answer your questions. You cannot afford to miss this day's events. Cocktail hour in the Lounge at 6pm will be followed by Customer Service Contest Awards Dinner and Entertainment. You will need tickets to attend these.

This event will sell out, get your ticket or better yet, purchase a table and bring your whole crew. Register Today to Attend!

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Each structure has pros and cons depending on the goals of the buyer and the seller, the type of business, and the tax ramifications involved.

Buying or Selling a Business: Asset Sale vs. Sale of Stock/ Membership Interests

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

When selling or buying a business, a buyer and seller are often faced with a decision as to whether to structure the transaction as an “asset sale” or a sale of stock (if the seller is a corporation) or membership interests (if the seller is a limited liability company (“LLC”). Each structure has pros and cons depending on the goals of the buyer and the seller, the type of business, and the tax ramifications involved. The parties should understand the differences to make an informed decision about which structure to use.

Asset Sales

An asset sale involves the sale of specific property or assets of a business, as opposed to the sale of the company itself. In an asset sale, the buyer acquires individual assets such as property, goodwill, equipment, inventory, intellectual property, and customer contracts, while excluding liabilities (or choosing which ones to assume). The seller retains ownership of the company, but transfers the assets to the buyer. The buyer can decide which assets to purchase and exclude unwanted liabilities and assets. The company selling the assets continues in existence after the sale, but often will be dissolved after winding up its affairs.

An asset sale may provide protection for the buyer, because the buyer can select which assets to acquire, while excluding unwanted liabilities. It may also provide tax advantages to the buyer due to the ability to “step up” the asset values for depreciation purposes, possibly resulting in future tax benefits.

On the other hand, sellers may face higher taxes in an asset sale, since the sale of individual assets may result in ordinary income or capital gains tax obligations. Asset sales can also require more detailed paperwork in the specific listing of the assets and contracts being transferred. Some contracts, licenses and/or permits may be non-transferable.



Sale of Stock/Membership Interests

A sale of stock (of a corporation) or membership interests (of an LLC)(both referred to herein as an “equity sale”) involves the sale of the entire company, including both its assets and liabilities. In this type of transaction, the buyer “steps into the shoes” of the seller, acquiring the business as a going concern, with all of its assets, debts, and

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7TH ANNUAL
WMDACAR
GOLF
OUTING

TUES., JUNE 10, 2025

RENDITIONS GOLF COURSE
 DAVIDSONVILLE, MD



- 7:30 a.m. Registration and Breakfast**
- 9:00 a.m. Shotgun Start (4-Man Scramble Format)**
- 1:00 p.m. Lunch with Contest Prize Distribution**

\$169 per Golfer/\$650 for Foursome

Price includes Greens Fee, Cart fee, bag drop, Breakfast and Buffet Lunch. Each Golfer will get two Drink tickets redeemable for Alcoholic/ Non-Alcoholic Beverages at the Beverage cart. Refreshments will be available on the course. WMDA/CAR will assist in pairing individual registered golfers to make a foursome if requested.

REGISTRATION INFORMATION

Golfer #1: _____ Email: _____ Phone: _____
 Golfer #2: _____ Email: _____ Phone: _____
 Golfer #3: _____ Email: _____ Phone: _____
 Golfer #4: _____ Email: _____ Phone: _____

Please assist in making a foursome if less than 4 golfers listed above.

Contact Person: _____ Company Name: _____
 Mailing Address: _____ City: _____ State: _____ Zip: _____

REGISTRATION FEES

- Golfers x \$169 = \$ _____
- Foursome \$650
- Lunch only \$69

PAYMENT INFORMATION

Check Enclosed (payable to WMDA). WMDA, 1532 Pointer Ridge Place, Suite F, Bowie, MD 20716
 Bill my credit card: Visa MasterCard American Express Discover
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LEGENDS OF GOLF SPONSORSHIP PACKAGES (Please check desired sponsorship package)

<input type="checkbox"/> THE TIGER WOODS - \$2,500 <input checked="" type="checkbox"/> One Free Foursome Team <input checked="" type="checkbox"/> Signs at Registration & Awards Lunch <input checked="" type="checkbox"/> 18th Hole Sponsorship	<input type="checkbox"/> THE JACK NICKLAUS - \$1,800 <input checked="" type="checkbox"/> Two Free Players <input checked="" type="checkbox"/> Signs at Awards Lunch <input checked="" type="checkbox"/> 9th Hole Sponsorship	<input type="checkbox"/> THE ARNOLD PALMER - \$1,500 <input checked="" type="checkbox"/> One Free Player <input checked="" type="checkbox"/> Signs at Awards Lunch
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ADDITIONAL SPONSORSHIP OPTIONS (Please check desired sponsorship)

<input type="checkbox"/> Lunch Sponsor - \$1,000 x 2	<input type="checkbox"/> Cigar Sponsor - \$500	<input type="checkbox"/> Closest to Pin Sponsor - \$300
<input type="checkbox"/> Breakfast Sponsor - \$500 x 2	<input type="checkbox"/> Best Score Team Award Sponsor - \$500	<input type="checkbox"/> Longest Drive Sponsor - \$300
<input type="checkbox"/> Goodie Bag Sponsor - \$1,500	<input type="checkbox"/> Event Supporter - \$300	<input type="checkbox"/> Hole Sponsorship - \$150
<input type="checkbox"/> Beverage Cart Sponsor - \$500 x 4	<input type="checkbox"/> Hole Sponsor with Table - \$300 (Limited)	<input type="checkbox"/> Door Prize Donation _____
<input type="checkbox"/> I don't play golf but would like to contribute \$69 (Your contribution includes lunch for one person)		

CONTACT INFORMATION

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

PAYMENT INFORMATION SPONSORSHIP TOTAL: \$ _____

Check enclosed (payable to WMDA), WMDA, 1532 Pointer Ridge Place, Suite F Bowie, MD 20716
 Bill my credit card: Visa MasterCard American Express Discover
 Account # _____ Exp.Date: _____ CVV Code: _____ Billing Zip Code: _____
 Account Name (print): _____ Signature: _____ or Checking this box is my electronic signature

Continued from page 8

contractual rights and obligations. The company's entity status remains intact, and there is no need to individually transfer each asset. After the sale, the company continues operating under its existing name and structure.

As far as tax implications, in an equity sale, the buyer cannot "step up" the basis of the assets to their fair market value. The company's assets and liabilities are inherited at their historical values. On the seller's side, stock sales are typically taxed as long-term capital gains (if the owner of the stock has held the stock for over a year), which can be more favorable than the taxes incurred in an asset sale.

Equity sales can be simpler and faster than asset sales in some cases, as there is no need for the buyer and seller to

negotiate over individual assets. An equity sale allows the buyer to continue operations seamlessly without the need to renegotiate contracts or transfer assets. However, the buyer inherits the company's liabilities, including potential legal, environmental, or tax liabilities, which can create significant risk. For this reason, the buyer, through their counsel, will often seek extensive representations and warranties in the purchase agreement, along with a comprehensive due diligence study period.

Conclusion

The choice between an asset sale and a stock sale ultimately depends on the specific circumstances of both the buyer and the seller. Buyers may lean toward an asset sale for tax

advantages and protection from liabilities, while sellers may prefer a stock sale for simplicity and favorable tax treatment. In the context of the sale of a gas station/convenience store, another consideration is the assignment of the motor fuel supply agreement, which is subject to the consent of the motor fuel supplier. The consent requirement is generally applicable to both asset sales and equity sales if a controlling interest is being sold, and the supplier will typically require that the buyer successfully complete the supplier's business plan approval process. Due to the risks of inheriting any possible "baggage" of the company, most buyers of gas station/convenience stores elect to structure the transaction as an asset sale. ■

The advertisement features a central text block: "Gilbarco just announced they will no longer support Flex II equipment". It includes two circular logos with "SALES SERVICE SUPPORT" and "SPE" in the center. Below the text are images of a gas station attendant terminal, a Flex II nozzle, a gas pump, and a Flex IV nozzle. Blue arrows point from the attendant terminal to the Flex II nozzle and from the gas pump to the Flex IV nozzle. At the bottom, it says "Contact us today to learn how to avoid any loss of service or penalties/fees" with the email Sales@SpiglerPetroleum.com, phone number 443-471-7600, and a QR code labeled "SCAN ME".

2025 GENERAL MEMBERSHIP MEETING



WEDNESDAY, APRIL 9

NAUTILUS DINER

CROFTON, MD



Community and the Corner Store: How Local Stations Still Matter in 2025

Brought to you by Tim Jancius, Spigler Petroleum Equipment, LLC

Local service stations and auto repair shops continue to serve as the backbone of their communities, especially in suburban and rural areas.

In an age of electric vehicles, self-checkout lanes, and mega-retail convenience chains, it might be tempting to think that the independently owned service station is a relic of the past. But the truth is far more encouraging—and far more vital.

Local service stations and auto repair shops continue to serve as the backbone of their communities, especially in suburban and rural areas. They're more than places to fuel up or get an oil change—they're local landmarks, trusted advisors, and sometimes even lifelines.

A Place That Knows Your Name

Walk into any locally owned station and you're likely to be greeted by name. That level of personal service isn't just charming—it's powerful. In a world where customers are often treated like just another transaction, familiarity builds loyalty. That loyalty translates into repeat business and word-of-mouth marketing, which no algorithm can replicate.

As larger chains lean into automation and cut human interaction wherever possible, small stations have an opportunity to lean the other way: toward relationships, trust, and reliability.

Service That Serves

Local stations also serve a unique role in emergency support. When power outages hit, when roads close due to snow or flooding, or when someone just needs a safe place to stop—our members are there. They're the ones helping stranded motorists, staying open late during storms, and sometimes offering support well beyond their job description.

It's not just about gasoline or repairs. It's about being a consistent, helpful presence when people need it most.

A Hub for the Next Generation

The service station of today can also be a gateway for the workforce of tomorrow. Many WMDA members are starting to see their stations and shops as places of opportunity—not just for themselves, but for their communities. Whether through employment, or partnerships with local trade schools, there's real momentum in giving young people hands-on skills and a path forward.

Even a small, family-owned operation can make a lasting impact by mentoring someone who might otherwise never consider a career in automotive repair or station management.



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Contact Mike Natale
413-478-4272

What Can We Do?

In 2025, community engagement can go well beyond friendly service. Here are a few ideas to elevate your local presence:

- Host seasonal events like car clinics, bike safety days, or charity car washes.
- Sponsor a local youth team or school event—it's a small investment that pays off in goodwill and visibility.
- Use social media not just to sell, but to tell stories about your team, your history, and your role in the community.
- Collaborate with local businesses—cross-promote with a coffee shop, diner, or hardware store to keep money circulating locally.

SPE Has Your Back

We are the locally owned and operated and here for all of your Sales, Service and Support needs.

Corner station still matters in 2025. It matters deeply. It's where commerce, care, and community intersect—and we're proud to stand with every member who keeps that tradition alive. ■



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Don't Let Your Business Get Checked Against the Glass!

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...in any given moment, you're surrounded by an endless number of patented inventions that have improved our lives.

When you think of famous patents and inventions, you probably first think of patents like Alexander Graham Bell's telephone (U.S. patent number 174,465) or Thomas Edison's version of the light bulb (U.S. patent number 223,898). But, the truth is that in any given moment, you're surrounded by an endless number of patented inventions that have improved our lives. The world of sports is no different, with everything from player gear to equipment constantly being updated and patented.

In the United States, we love our sports, with just under 60% of Americans professing themselves to be sports fans according to a 2015 Gallup poll¹. Most of those polled preferred the classic football, followed by baseball and soccer, but hockey² — long a beloved sport in the upper midwest — is gradually becoming a favorite sport all across the country.

Hockey has a long and winding history. While the first real organized game was played in 1875, its beginnings date back even further than that, with various elements of other sports, like field hockey and a Gaelic game known as hurling, playing roles in creating the hockey that we know today.

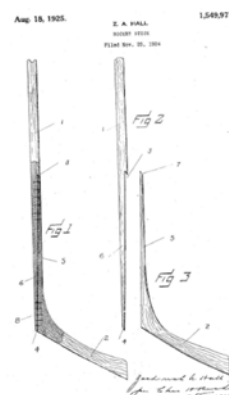
As we inch further into the Stanley Cup playoffs, let's take a look at some of the patents that have made and continue to make this growing sport the transformative and exciting game that it is today.

The Equipment: From Hockey Sticks to Hockey Pucks

Originally, hockey sticks were single pieces carved individually out of wood. In 1924, Canadian Zachariah Adam Hall filed a patent³ to make hockey sticks easy and inexpensive to mass produce, as well as to improve upon the "strength and balance" of hockey playing by using a stick made of two pieces. He later filed additional patents in an attempt to improve on the stick design, namely to make it more lightweight.

This desire for a lightweight and sturdy stick continued through the decades, and continues to this day, with the material of hockey sticks and blades changing from wood to ash, fiberglass, aluminum, and finally to today's composite materials, all with a slew of patents following suit. Safeguards, like a 1958 patent application filed by Harry Doughty, also gained use, as hockey was known for being a rather violent sport in those early days. Of course, the stick is now famously curved, as well.

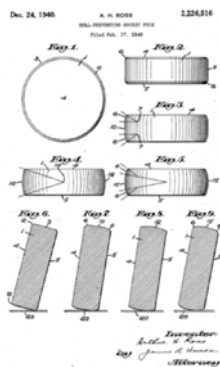
What about hockey pucks? In 1940, inventor Arthur Ross revolutionized the game by filing an application for a new, patented design⁴ that sought to eliminate the sharp edges and rolling tendency of the pucks currently in use, eliminating more of the danger involved in hockey play and offering players more control over the puck.



Zachariah Adam Hall's 1920s hockey stick design.



The hockey stick safety butt by Harry Doughty.



The hockey puck by Arthur Ross.

The Gear: Helmets and Skates

For decades, hockey players didn't wear helmets, and any padding they eventually wore wasn't considered durable or able to provide much protection. The lack of helmets or quality safety gear resulted in countless injuries for players. In 1923, Hart Henry Ridgeway filed a patent⁵ for the invention of protective athletic gear using sponge rubber as opposed to the more common felt, while in 1960, Luther D. Howard filed an original patent design⁶ for a universal, easily adjustable helmet.

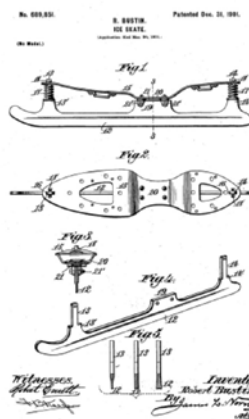
The helmet slowly grew as an accepted part of ice hockey practice, before becoming a requirement for future players of the National Hockey League at the end of the 1970s. There were numerous patents improving on ice hockey helmet design in the following years, such as William H. Carveth's 1993 patent⁷ for a helmet meant to protect the neck. Today, helmets continue to evolve with new technologies, such as energy or impact absorbing inventions, leading to still more patents.



Luther D. Howard's adjustable helmet.

Skating, itself, is actually an ancient form of travel. As time went on, skating was found to be enjoyable simply as a recreational activity, and skating soon found its way into a variety of sports, including ice hockey.

Thanks to patents, such as this one filed by Robert Bustin⁸ in 1901 that included a runner and a metal footplate, we aren't skating around with the use of animal bone like in the old days. Skating continues to improve with the rest of ice hockey's innovations. In fact, inventor David Blois filed a patent in 2013⁹ for improvements on his new ice skate suspension system, which uses a spring for optimal skating power.

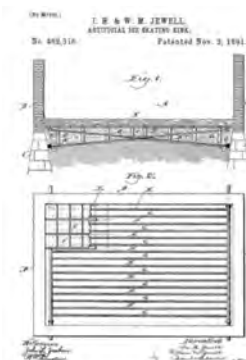


Robert Bustin's 1901 skate design.

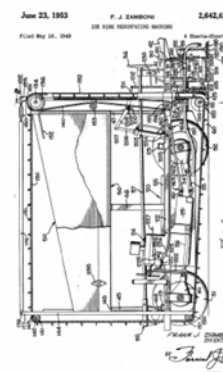
The Ice

When it comes to the rinks themselves, patents filed for artificial skating rinks date back as far as the 1800s. In 1891, Ira H. Jewell and William H. Jewell filed a patent for an all-season artificial ice skating rink in which they planned to freeze water or another liquid to use as the ice. Their reasoning for creating an artificial rink during a time when roller skating had become popular? They felt that breathing in the cool air would be healthier.

Ice skating rinks were in full force in the 1940s, just in time for Frank Zamboni to begin developing his idea for an ice resurfacing machine, a patent he first filed as early as 1949. The rest, as they say, is ice hockey history.



A plan for an artificial ice skating rink patented in 1891.



One of the first drawings of the Zamboni machine, still in use today.

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Resources

- ¹ As Industry Grows, Percentage of U.S. Sports Fans Steady, Gallup, <https://news.gallup.com/poll/183689/industry-grows-percentage-sports-fans-steady.aspx>
- ² Ice Hockey, Encyclopedia Britannica, <https://www.britannica.com/sports/ice-hockey>
- ³ Hockey Stick Patent, US Patent 1,549,971
- ⁴ Roll-Preventing Hockey Puck, US Patent 2,226,516
- ⁵ Protective Device for Athletic Wear, US Patent 1,594,174
- ⁶ Protective Hockey Helmet (1960), US Patent 3,087,166
- ⁷ Protective Hockey Helmet (1993), US Patent 5,553,330
- ⁸ Ice Skate Patent, US Patent 689,851
- ⁹ Skate Suspension System and Method of Assembly, US Patent Publication 2013/0285338

SSDA-AT Senate Introduction of Bipartisan REPAIR Act



By Roy Littlefield IV

The Service Station Dealers of America and Allied Trades (SSDA-AT)

is proud to announce its strong support for the introduction of the bipartisan REPAIR Act (Right to Equitable and Professional Auto Industry Repair) in the U.S. Senate. The bill, introduced by Senators Ben Ray Luján (D-N.M.) and Josh Hawley (R-Mo.), represents a major step forward in the nationwide effort to preserve consumer choice and ensure fair access to vehicle repair and maintenance information.

The REPAIR Act, originally introduced in the U.S. House as H.R. 1566 and now in the Senate as S. 1379, is designed to level the playing field for independent repair shops, aftermarket manufacturers, and consumers by granting them secure and equitable access to the data and tools necessary to perform repairs on modern vehicles. With the increasing complexity of vehicle technology—ranging from telematics to sophisticated software and diagnostic systems—the need for legislative action has become increasingly urgent.

This legislation addresses a growing concern in the auto repair ecosystem: that automakers are restricting access to essential repair data, making it harder and more expensive for consumers and independent repair businesses to maintain vehicles. The REPAIR Act directly confronts these barriers by mandating transparency and access to vehicle-generated data and critical repair information.

Among its key provisions, the REPAIR Act would:

- Prohibit motor vehicle manufacturers from using technological or legal barriers that block vehicle owners—or their designated repair facilities—from accessing their own vehicle-generated data.
- Require manufacturers to make critical repair information, tools, and parts available to all industry stakeholders, including aftermarket parts manufacturers, diagnostic tool makers, remanufacturers, and independent repair facilities.
- Ensure that Over-the-Air (Ota) software updates do not disable or interfere with aftermarket parts.
- Prohibit manufacturers from mandating the use of specific brands or tools, ensuring repairers have the freedom to use a range of compatible products.
- Provide federal enforcement through the Federal Trade Commission to uphold these protections.

The REPAIR Act... is designed to level the playing field for independent repair shops, aftermarket manufacturers, and consumers by granting them secure and equitable access to the data and tools necessary to perform repairs on modern vehicles.



These measures are seen as essential to maintaining a competitive, affordable, and safe auto repair marketplace. Without such protections, small repair shops risk losing the ability to serve their customers, and consumers face fewer choices and higher costs at manufacturer-affiliated dealerships.

SSDA-AT has long advocated for Right to Repair legislation and believes the REPAIR Act is a critical measure to protect the future of the independent automotive repair industry. By supporting this bill, SSDA-AT reaffirms its commitment to ensuring small businesses can thrive in a changing technological landscape and that car owners retain control over how and where their vehicles are serviced.

With the introduction of the REPAIR Act in both chambers of Congress, momentum continues to grow behind the national Right to Repair movement. SSDA-AT urges lawmakers on both sides of the aisle to support this bipartisan initiative and uphold the rights of American consumers and independent businesses. ■

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SSDA-AT Backs Treasury's Updated Corporate Transparency Act Rules



By Roy Littlefield III

The Service Station Dealers of America and Allied Trades (SSDA-AT),

along with a coalition of national trade associations, has signed a joint letter supporting the U.S. Department of the Treasury's interim final rule issued on March 21, 2025. The rule, which modifies the Corporate Transparency Act's (CTA) beneficial ownership information (BOI) reporting requirements, is being praised for significantly reducing compliance burdens on small businesses.

The revised rule exempts domestic reporting companies and U.S. individuals who are beneficial owners of foreign reporting companies from the BOI disclosure mandates. This marks a significant shift from the original reporting framework, which applied to an estimated 32 million small legal entities with 20 or fewer employees or under \$5 million in annual revenue. By narrowing the scope of the rule, the Treasury Department and the Financial Crimes Enforcement Network (FinCEN) have removed substantial and unnecessary compliance pressures from small businesses that pose little risk of financial misconduct.

In addition to the broad exemption for domestic entities, the interim final rule provides narrow exemptions for certain U.S. persons. These adjustments reflect an appropriate balance between protecting privacy and maintaining a practical, risk-based regulatory approach. The focus now shifts toward entities with higher potential for involvement in illicit financial activities, aligning the rule more closely with the core objectives of the CTA.

The joint letter, signed by SSDA-AT and numerous other associations, emphasizes that the revisions are a necessary correction to an overly broad original rule that threatened to impose complex and costly requirements on nearly every small business in the country. The changes help restore regulatory clarity and fairness for Main Street businesses operating in good faith.

SSDA-AT and its fellow signatories expressed strong support for the Department's actions, recognizing the revised rule as a positive outcome for the small business community and a more sensible interpretation of the CTA. ★

The rule, which modifies the Corporate Transparency Act's (CTA) beneficial ownership information (BOI) reporting requirements, is being praised for significantly reducing compliance burdens on small businesses.

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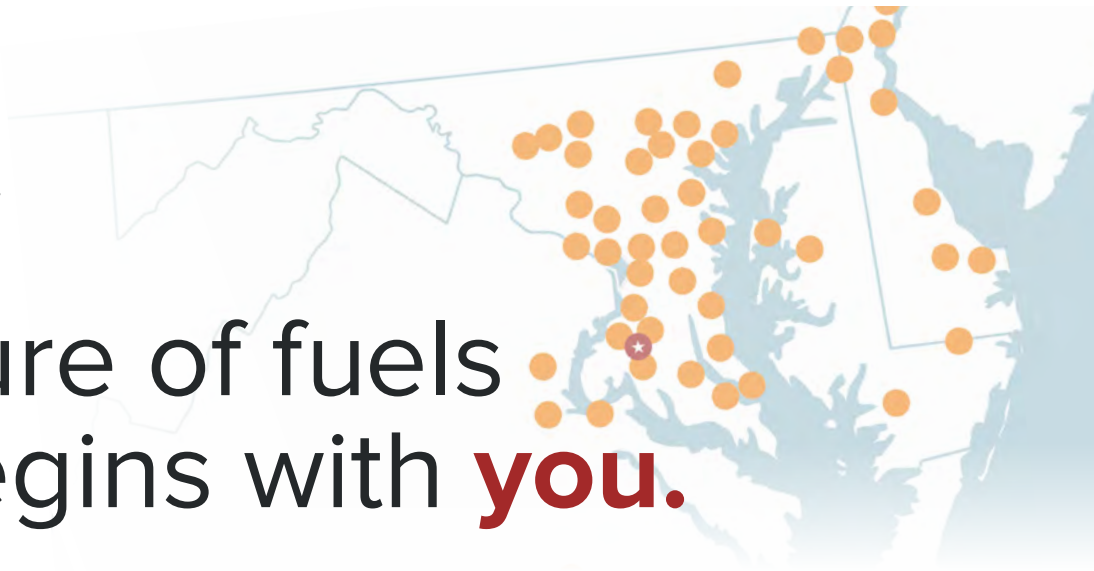
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