

# NOZZLE & WRENCH

WMDACAR

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## INSIDE THIS ISSUE:

- >> Recent Supreme Court Decisions
- >> A New Generation Steps Up in Our Industry
- >> SSDA-AT Backs Effort to Preserve Consumer Choice in Vehicle Purchases

*The MAFCAS 2025 Legislative - Industry Issue Forum offered an insightful review of current legislative initiatives and emerging industry challenges shaping the year ahead.*

## KIRK'S CORNER

# Legislative - Industry Issue Forum Review



By Kirk McCauley, Director Of Member Relations & Government Affairs

### Alison Wilkinson - Chief Weights & Measures

**EVSE Chargers** – The Maryland Department of Agriculture Weights and Measures program has announced that Electric Vehicle Service Equipment (EVSE chargers) registration will open on October 1, 2025. This open registration period will run through December 31, 2025. All EV chargers used in a commercial transaction with a customer to establish a charge are required to be registered with the department on or before January 1, 2026. After this date, all EVSE chargers will be required to be registered prior to being

available for customer use.

The “owner” of the device is required to register. The owner is defined as the entity that receives financial gain for these transactions and has the responsibility for maintaining the device. In short, most devices are not owned by the location in which they are installed.

**Diesel DEF** - Maryland Weights & Measures will also require retail Diesel DEF Meters to be registered; all registrations are on same form as gasoline/Diesel dispensers' registration. **On that same form late registration is a \$125 penalty.**

The registration form can be found on the Maryland Department of Agriculture Weights and Measures webpage at [https://mda.maryland.gov/weights\\_measures/Pages/mea\\_dev\\_reg.aspx](https://mda.maryland.gov/weights_measures/Pages/mea_dev_reg.aspx). Applicants should complete one form per individual location, include the number of ports, and complete all required information.

Please direct any questions and completed registration forms to the Weight and Measures Program at [weights.measures@maryland.gov](mailto:weights.measures@maryland.gov). You will be contacted within 5 business days for the next step in the process.

Note: Technicians that work on EVSE service equipment have been required to have a Maryland license since January 1, 2025.



Continues on page 4

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**WMDA/CAR**  
1532 Pointer Ridge Place  
Suite F  
Bowie, MD 20716  
301.390.0900  
[wmdacar.com](http://wmdacar.com)

**Swapna Sripada**  
*Director of Operations*  
301.390.0900, ext. 115  
[ssripada@wmdacar.com](mailto:ssripada@wmdacar.com)

**Kirk McCauley**  
*Director of Member  
Relations and  
Government Affairs*  
301.390.0900, ext. 114  
[kmccauley@wmdacar.com](mailto:kmccauley@wmdacar.com)

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Continued from cover page

**C. Van Howeth - Director Field Enforcement Comptroller's Bureau and Patrick Dunkes - Program Manager, Field Enforcement.**

The number one consumer complaint involving fuel retailers to Field Enforcement Bureau was discount for cash dealers not complying with this law. This law was designed to be fair to all dealers and consumers, and it is not hard to follow. You can use a separate price sign on ground for credit pricing if you choose.

[HB882/SB651](#)

- The Credit & Debit Price if higher than cash price, or The Credit & Debit Price & Cash Price.
- Sign must be visible to motorists' day or night.
- Sign must have same size numerals, be at least 8 inches high and 3.5 inches wide; and have a brush stroke of at least 1 inch.
- HB882 Preempts any local jurisdictions, in number of signs displayed, or area of signs

**Kirks take** - For those that are advertising discounts for cash, let us get it right, the cost is minimal with truly little effort. If you have any questions, give me a call, 301-775-0221.

**Micheal Jester - Region 2 Head of Compliance Division, MDE-Oil Control**

MDE-Oil control field inspectors are seeing highest number of violations for

- Failure to do Walk Through Inspections - monthly and annual.
  - Annual mandatory insurance certificate not sent in.
  - Dailey inventory control
- Link to MDE [Fact Sheets and Publications \(maryland.gov\)](#).

**Jeffrey Kelly - Executive Director, Alcohol, Tobacco & Cannabis Commission**

Maryland Appellate court has issued a decision to overturn Washington County judge decision on sale of products with over .5 THC Read the Notice in this [link](#). The appellate court ruling will go back to Washington County judge to issue the decision. Normally this takes between 5-30 days but could be done sooner. The only thing that would stop this from taking place is an appeal to Maryland Supreme Court and a stay issued by them. I am writing this on October 3, and appellate court ruling was September 9th, so announcement will be coming soon. I will send alerts out as soon as I hear the outcome.

Also be aware that as the seller you are responsible for content of package you sell. No matter if it is labeled .5 or below THC and package is proper for Maryland Law, if tested over .5 THC for single or 2.5 for a package, you are selling an illegal product. Read the penalties.

One more item brought up was [HB1180/SB1056](#) was a tobacco-ESD-Vape bill passed in 2024 session. In this bill it is a requirement that Maryland Health Department (MHD) is required to do one (1) inspection a year to every retailer that sell tobacco, ESD or vape. The increase in fees on licenses was for county and state health departments to hire more inspectors. If violations are found there are required to do another inspection within 180 days. Add MDH, every county health Department, ATCC and Comptroller's office all have authority to inspect.

ESD-electronic smoking Devices, including liquids, has

20% sales and use tax, survey in 2025 of location that sell ESD found a majority not charging the proper tax. This could open retailers up to back taxes and penalties. Tax chart link: [Tax Alert Cigarettes, OTP, ESDs - Tax Rate Changes July 1, 2024.](#)

**John Martin- Director of Maryland lottery & gaming commission**

Maryland Lottery and Gaming contributed \$1.585 billion to Maryland in profit with \$667.2 million of that coming from lottery. The average Agent made \$45,000 from Maryland Lottery Sales.

Maryland Lottery has been in the news lately with bidding for lottery contract that was awarded, then put on hold. Waiting to see what lottery commission does now.

Lottery agents will have an opportunity to sell vouchers for online purchase of subscriptions for multijurisdictional games or jackpot lottery. Maryland Lottery is working on details to start program.

**Kirks take** -A voucher makes a wonderful gift. Agent receives his/her percentage and commission for next two years if that subscription is renewed. I look at this as a win for the state and a win for agents, how a partnership should be like. Our agents, along with Maryland Lottery, will have the opportunity to expand prescription sales far beyond current level. [HB0618](#) made this possible.

**Bruce Spencer - Walt Eger's Auto Service**

Bruce gave a run down on how his shop keeps traffic count and the need to stress Recommended Factory Maintenance Service and reminders sent customers. This make so much sense and with



# INDUSTRY & LEGISLATIVE ISSUES FORUM

vehicles being kept beyond the old line of departure at 100,000 miles. With cars getting more expensive by the day, consumers are going past that 100,000 mile figure and a one or two thousand dollar repair are normal, future look bright for repair business.

## **Pedro Leyton - Parts Authority General Manager and WMDA/CAR - Preferred Vendor**

Pedro spoke of supply interruption, cost increases, and Parts Authority commitment to quality parts. New cars, even one built in American use open source bidding from around the world for car components, shipping interruptions, recent tariffs has the parts market working hard to keep up. Parts Authority is large enough while not immune to changes are able to keep parts available at reasonable cost. They try to stay loyal to their suppliers and that relationship pays dividends in supply and costs.

## **Mike O'Halloran - MAPDA MDE Meeting on Draft Regulatory Proposal: Low Permeation Hoses & ECO Nozzles**

The Maryland Department of the Environment's (MDE) Air Quality Regulations Division will be presenting a draft regulatory proposal for the installment of low permeation hoses and enhanced conventional (ECO) nozzles at all gasoline dispensing facilities in the state of Maryland on Thursday, October 16, 2025, beginning at 10:00 a.m. The presentation will be given during the Maryland ad hoc

Committee on Oil's meeting. MDE will begin their presentation at the beginning of the meeting, around 10:00 a.m., and will have time set aside after the presentation for questions. This meeting will be virtual for stakeholders interested in participating.

Mike also talked about being an election year not sure what will happen in legislation, historically election years have been quite compared to other years. We will see if that holds true in a year that the state has a huge deficit in funds.

**Kirk take-** I will attend Ad-Hoc at Baltimore location, any of our members that would like to attend call me, I will also send out link for virtual participation or to listen in. We have not seen a copy of proposal yet, although we have asked for a copy. This proposal presents a significant cost to our locations when you talk about changing all nozzles and hoses.

## **Jim Parsons - WMDA/CAR Preferred Attorney**

Jim talked about what constitutes reasonable pricing from supplier to DTW dealer.

## **Chris Ralston - Former Program Manager for MDE Oil Control - Retired**

Chris has always been open and fair to our members, while enforcing MDE regulations. He talked about how important that sharing of information between retailers, suppliers and equipment manufactures helps Oil Control enforce regulations and protect the environment.

With MDE hosting Ad Hoc meeting and participants sharing information, is a good example of that cooperation. With Chris leaving, Oil Control is already short of personal and to top it off a hiring freeze in state government brings up a lot of questions.

## **John Teats - Director of Government Relations - NACS**

- The current status of the government shut down, not easily seeing a way out of it at the moment. Dynamics around this have put everything else in Washington on hold. Democrats will not blink for now and President Trump – only he knows.
- NACS is still pushing for a vote on the Credit Card Competition Act before the end of the year.
- NACS is collaborating with legislators on a fix to the penny issue to allow retailers to round up or down to the nearest nickel on cash transactions.
- NACS is advocating for an extension of the Work Opportunity Tax Credit in any tax related legislation.

**Kirks take -** NACS (National Association of Convenience Stores) sounds like NACS would not be of any interest to our repair members, think again, all the above legislative initiatives will affect any retailer, including repair shops. Tell your federal representative to support the – **Credit Card Competition Act** and extend the **Work Opportunity Tax Credit**.

If you don't know your federal



# INDUSTRY & LEGISLATIVE ISSUES FORUM

legislators go to [Members - Find My Representatives](#) , Look up, put address in and your US senators and representative will come up along with link to email. We are a state member of NACS, and they do an excellent job on federal level advocating for our convenience stores issues that are important to all retailers.

## **Roy Littlefield III - SSSA-AT**

Roy talked about effort to keep estate tax at its current level. This is important to families that own businesses and want to pass on to a family member upon death, and for 2025 it \$13.999 million for a single owner and would be taxed at a straight 40% after that.

## **Roy Littlefield the IV – SSSA-AT**

Talked about efforts to pass Right to Repair Act, which is a by partisan bill in federal legislation at this time. Shop owners can help with this bill by asking their federal representatives to get on board as co-sponsors. This is a bill about consumer choice.

The right for a car owner who paid for the telematic system when buying vehicle to send that information to the location of their choice is in Right to Repair bill. We all should support the effort for Right to Repair by sending emails to your US Representatives.

## **Riaz Ahmad – Past president WMDA/CAR**

Convenience store business and ways to compete. Fresh prepared food, chicken, deli sandwiches, are ways you can make your location stand out and compete with bigger chains. Fresh takeout food is driving the market. Fresh ground coffee, clean location, and restrooms go along with

fresh food. Lottery is a big item, customers do not want to make two stops, gas, food, and lottery all in one location. Roller grills and pizza are not out, but not in demand as it once was. Apps for discounts and to advertise specials, a clean uniform shirt on employees, a simple thank you, are another key to return business.

## **Nasir Cheema –President of WMDA/CAR**

Big news in District of Columbia is that DC is introducing a change in UST regulation that removes tank age limit of 30 years from law and replaces it with enhanced precision UST testing schedule. WMDA/CAR have been working on a rule change of regulation that passed into law during pandemic years. We have received non-enforcement discretion while in discussion with DOEE. A rule change and an enhanced test schedule is a reasonable change that will relieve tank owners of spending millions of dollars while still protecting the environment. WMDA along with coalition partners will send in written testimony and ask for a few minor changes to make finale regulation easier for DOEE to enforce and tank owners to comply.

## **Q&A From Attendees**

### **Is Right to Repair necessary**

There are some that feel this bill is not necessary, that they already have access to information and that is true in most cases but there are still roadblocks, especially in EV information and one big area that is in the bill – Telematics. Telematics is a wireless communication system that monitors your cars' functions and sends information back

to manufacture or dealership where vehicles are sold about maintenance needs or problems. Dealerships would be privy to this information if it went to either.

## **Comptroller's Office Response Retailers**

Questions were brought up that had nothing to do with comptrollers Field Enforcement Bureau, which has good communications.

Questions from retailers about taxes owed or refunds due or just to answer a question. We know that a complete programs upgrade of business tax platform was taking place, and I believe a lot of the problems with new software have been solved.

Any of our members that are still having communication problems please call me so we can address those issues directly with Comptroller's Office.

## **MDE - Questions about communications and UST Issues**

Question came up about different interpretation about UST rules and communicating with field inspectors and office. Michael Jester said he would follow up with dealer asking questions about a double wall tank passing leak test on primary but failing on secondary tank and he call me for that dealer contact.

The other question was communications with office and field inspectors, not accepting email verifications, not answering questions on enforcement issues and corrections. WMDA/CAR will follow up on that with Oil Control We have also been waiting for clarification of early double wall product line and tank testing. As always will keep you posted. ■

# CONGRATULATIONS TO ALL THE 2025 CSC WINNERS

## FRIEND OF THE INDUSTRY

Governor Larry Hogan

## MANAGER OF YEAR C-STORE

Zahid Pervez, Azan Petroleum Group

## TECHNICIAN OF THE YEAR (REPAIR SHOP)

Ahmed Algaraguli, Beltsville Exxon

## RISING STAR (NEX GEN)

Malik Saad, Beltway Sunoco

## ENTERPRISING WOMAN OF THE YEAR

June Hoskins, Hobs CMF

## COMMUNITY HERO

Michael Goitom

## MEMBER OF THE YEAR

Riaz Ahmad, Rick Agorist

Welcome to the  
new President  
of the Board —  
Nasir Cheema



## CONTEMPORARY CONVENIENCE AWARD OF EXCELLENCE

BP Travel Center	Ather Chaudhry
Leonardtown Dash In	Maqbool Ahmad
Magna Way Jiffy Mart	Harmeet Rana
Fowblesburg High's # 114	Teresa McClanahan - Manager
Ocean City Exxon Wine Rack	Michael Harrington
Chesapeake House Sunoco	Fazal Sirhandi
Khoury's Laurel Shell	Sam Khoury
Ardwick-Ardmore Exxon 7/11	Raj Nagpal
Willards Dash In	Greg Grevey
John Hopkins Exxon	Mansoor Anvari

## LEGACY CONVENIENCE STORES OF EXCELLENCE

Olney Sunoco Aplus	Kenneth Wilhelm
One Stop Shop Crown	Parwinder Singh
Cliffon Park Exxon	Fraz Aulakh
Piney Creek Exxon	Mohammad Saeed
Beltway Sunoco	Malik Shahzad
Rockville Liberty	Mansoor Anvari
Germantown Sunoco Aplus	Bidur Ghimire
Palmer Exxon	Ather Chaudhry

## BAYED STATIONS AWARD OF EXCELLENCE

College Park Exxon	Iftikhar Ahmad
Ruxton Sunoco	Robert Goldsboro
Mitch & Bills Exxon	Mike Mitchell
Parklawn Liberty/Metro Motors	Elias Jabra, Fadi Zakaria, Hamood Abutta
Darnestown Liberty	Alex Diaz/Aldo Carbonaro
Express Fuel	Malik Imran & Malik Adnan
Lake Liberty	Mario Bruno
Dodson's Shell	Russell E. Dodson

## HIGHEST RATED BAYED STATION — ROBERT EASTHAM AWARD

Flowerhill Liberty	Chuck Parcelles
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## REPAIR SHOP AWARD OF EXCELLENCE

Hoffmasters Auto Care	Steve Hoffmaster
BA Auto Care	Sandi Weaver & Brian England
Walt Eger's Auto Center	Bruce Spencer
Superior Auto Service	Dave Taggart
Hillmuth Certified Auto of Columbia	Billy Hillmuth III & Scott Hillmuth
Choisser Automotive Services of Davidsonville	Robert Choisser
Bruno's Classic Muscle	Mario Bruno

## HIGHEST RATED REPAIR FACILITY

Choisser Automotive Services of Easton	Robert Choisser
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## GAS & GO AWARD OF EXCELLENCE

Waldorf Exxon/Car Wash	Muhammed Arshad
Elkridge Marathon	Riaz Ahmad, Salman Jamal

## HARRY T MURPHY AWARD — SUPPLIERS BEST

Carroll Motor Fuel	Lisbon Center High's #38 - Wilson Rosales-Jimenez
Ewing Oil	Columbia Liberty - Mansoor Anvari
Global Partners	Edgewater Global 7/11 - NSR Petro Services
Petroleum Marketing Group	BWI Airport Shell 7/11 - Meenakshi & Rajneesh Sharma
Sunoco	Maryland House Sunoco - Fazal Sirhandi
Wills Group	Bryans Road Dash In - Harmeet Rana



# 2025 PHOTOS







EVENT FLOOR SEATING - DOOR 1



# INDUSTRY & LEGISLATIVE ISSUES FORUM







# Recent Supreme Court Decisions

Brought to you by Lynott, Lynott & Parsons, P.A.

**This month's article summarizes** two significant recent decisions by the United States Supreme Court.

In *Trump v. Casa, Inc.*, (606 U.S. \_\_\_\_\_, decided June 27, 2025), the Court ruled 6–3 to limit the power of lower federal courts to issue nationwide, universal injunctions against executive actions, including the subject executive order that sought to restrict birthright citizenship. President Trump's Executive Order 14160—issued January 20, 2025—sought to rescind automatic U.S. citizenship for children born in the U.S. if their parents are undocumented or temporarily present (e.g., on student or tourist visas). The plaintiffs, which included individuals, organizations, and States, claimed that the Executive Order violated the Fourteenth Amendment's Citizenship Clause, and the Nationality Act of 1940. In response to the challenge, the lower federal courts entered a “universal injunction”—which prevented executive officials from applying the Executive Order to anyone, not just the plaintiffs, and the appellate courts upheld those injunctions.

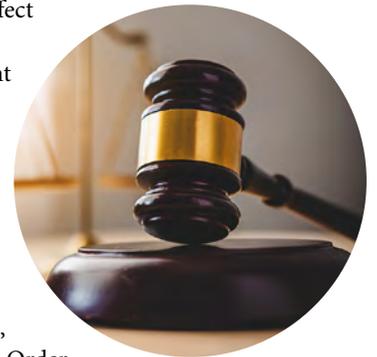
The government filed an application with the U.S. Supreme Court to stay the injunctions, and the Court granted the government's request. Justice Amy Coney Barrett wrote the majority opinion, ruling that courts should only issue injunctions directed to the specific plaintiffs in a case, and not to others not parties to the action. Three of the Justices filed a dissenting opinion.

The Supreme Court's decision did not decide whether the Executive Order restricting birthright citizenship is constitutional—it only limited the scope of the injunctions. As a result of the decision, the order could take effect in states that did not challenge it, while remaining blocked elsewhere—creating the possibility of inconsistent enforcement of birthright citizenship across the U.S.

In response, civil rights and immigrant advocacy groups filed class-action lawsuits to seek protection for larger groups—instead of just the named plaintiffs. On July 10, 2025, a federal judge in New Hampshire granted a class-wide preliminary injunction, blocking the order for all children born to categories of parents targeted by the policy. The legal battle is far from over, with new rulings and litigation ongoing, and it remains to be seen whether the content of the Executive Order will withstand a constitutional challenge.

The second recent case is *Mahmoud v. Taylor*, 606 U.S. \_\_\_\_\_ (2025) (also decided on June 27, 2025). In that case, the Supreme Court addressed whether a policy of the Montgomery County Board of Education (Board), which included LGBTQ+ inclusive books in the curriculum, without providing a parental opt-out, violated parents' First Amendment rights. After the Board introduced the books into the curriculum, some parents sought to have their children excused from instruction involving those books. The Board initially compromised with the parents by notifying them when the “LGBTQ+inclusive” storybooks would be taught, and permitted

*The Supreme Court's decision did not decide whether the Executive Order restricting birthright citizenship is constitutional—it only limited the scope of the injunctions.*





their children to be excused from the instruction. The Board later rescinded the parental opt out policy, claiming that it could not accommodate the number of opt out requests without causing disruptions in the classrooms.

The parents filed suit, arguing that the policy violated their religious freedom by exposing their children to material that was against their beliefs about gender and sexuality. The Board argued

that the books were part of an effort to create a more inclusive and diverse learning environment.

The Supreme Court ruled in favor of the parents, finding that the Board's policy violated their rights to religious exercise. The Court recognized the parents' right to direct their children's religious upbringing and found that the Board's policy interfered with that right.

The case illuminates the

tension that can arise between the rights of parents to control their children's education and the desire of schools to create inclusive and diverse learning environments. The ruling will have an impact on how schools handle curriculum development and parental opt-out policies, especially concerning sensitive topics like LGBTQ+ issues. ■

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# The Future Is Here: A New Generation Steps Up in Our Industry

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

**This year's WMDA Trade Show** offered more than just new products and professional connections — it offered a glimpse into the future of our industry. The energy in the room was unmistakable, fueled not only by innovation but by the faces of a new generation stepping forward to carry the torch.

Across our region, long-standing family businesses are beginning a powerful transition. Sons, daughters, and young professionals are taking the reins — and they're not just continuing the legacy, they're reimagining it. Their enthusiasm, creativity, and drive are bringing fresh ideas and a renewed sense of purpose to gas stations, service centers, and convenience stores alike.

What makes this moment so exciting is the balance being formed between experience and innovation. The seasoned professionals who built this industry understand its roots, its values, and its challenges. The next generation brings new perspectives — focusing on customer experience, sustainability, branding, and community connection in ways that align with today's world.

When these two forces come together, something remarkable happens: growth becomes sustainable.

The WMDA has always been at the center of that bridge — connecting generations, guiding transitions, and providing the resources, advocacy, and training needed to make those handoffs successful. The organization's mission remains clear: to ensure that the businesses that built our communities continue to thrive in the hands of those ready to lead them into tomorrow.

The trade show served as a perfect reminder of that mission. Every handshake, every conversation, and every shared idea reflected a common goal — helping one another succeed.

As new owners and managers step in, vendors and long-time operators have an incredible opportunity: to teach, to mentor, and to collaborate. With their experience and the next generation's energy, the future of this industry isn't just in good hands — it's in great hands.

The next chapter of the petroleum and convenience store industry isn't coming someday — it's already here. The new generation isn't waiting to be invited; they've arrived, they're thriving, and with the continued support of organizations like WMDA, they're ready to take us all further than ever before. ■



*Across our region, long-standing family businesses are beginning a powerful transition. Sons, daughters, and young professionals are taking the reins...*



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# Petroleum & Refined Products Market Update - 10/14/2025

Brought to you by Shipley Energy

**As we move deeper into the fall heating season,** petroleum markets are navigating a complex landscape of strong refining activity, supply disruptions, geopolitical risks, and shifting weather patterns. These dynamics will shape pricing and availability over the coming weeks and could set the tone for the early winter period.

## Current Market Overview

Crude prices have remained relatively steady in recent weeks, with WTI trading near \$60 per barrel and Brent around a \$3-\$4 premium per barrel. Refinery utilization remains elevated at 92.4%, with throughput roughly 800,000–900,000 barrels per day above last year as refiners focus on distillate production ahead of winter.

Despite this strong refining environment, a series of unplanned outages and seasonal maintenance projects across major Gulf Coast and West Coast facilities are expected to limit near-term product output. OPEC+ will also modestly increase production in November, aiming to reclaim market share without significantly disrupting prices. Meanwhile, U.S. crude production remains near record highs, helping offset some of these supply pressures.

## Key Factors to Watch

- **Refinery Maintenance & Outages:** Planned and unplanned refinery downtime through November could tighten diesel and heating oil availability just as seasonal demand ramps up.
- **Pipeline Constraints in Pennsylvania:** Ongoing maintenance and reduced throughput on key pipelines serving the Mid-Atlantic, including Colonial and Laurel, are expected to slow deliveries into Pennsylvania markets this month. This could create localized supply constraints and stronger basis levels, particularly during colder weather or demand surges.
- **Geopolitical Tensions:** Continued instability in the Middle East and Eastern Europe poses upside risk. Interference near the Strait of Hormuz and strikes on energy infrastructure in the Russia-Ukraine conflict could disrupt global supply flows and influence pricing.
- **Economic Conditions:** Slowing U.S. economic activity, stable unemployment near 4.3%, and heightened government shutdown risks introduce uncertainty around demand trends going into winter.



*U.S. crude production remains near record highs, helping offset some of these supply pressures.*



### Seasonal Outlook & Weather

Distillate inventories remain slightly below seasonal norms, positioning heating oil markets for potential price volatility if colder weather arrives sooner or demand spikes above expectations.

Forecast models currently point to warmer-than-average conditions across much of the eastern U.S. through the rest of October, which could delay the start of peak heating demand. However, forecasters expect a return to colder, more seasonable temperatures by mid-to-late November, which could accelerate drawdowns and push prices higher as winter approaches.

### Shibley Energy's Recommendations

- **Plan Early Deliveries:** With refinery downtime, pipeline constraints, and colder weather on the horizon, we recommend scheduling deliveries ahead of peak heating demand to avoid potential delays or supply bottlenecks.
- **Lock In Pricing Opportunities:** Current pricing remains relatively stable, but tightening supply conditions and weather-driven demand could create upward

pressure. Consider fixed-price or cap programs to mitigate exposure heading into the winter season.

- **Monitor Inventory Levels Closely:** Maintaining adequate on-site inventories, especially for distillates, will be key to managing risk and ensuring uninterrupted operations if market conditions tighten suddenly.
- **Stay Flexible:** Market volatility is likely to increase through November and December. Shibley Energy will continue monitoring global

supply trends, economic developments, and weather shifts to help customers adapt quickly and make informed purchasing decisions.

### Bottom Line

The petroleum market remains stable for now but is likely to tighten as we approach winter. Proactive inventory management, early purchasing strategies, and flexible pricing plans can help customers navigate potential volatility and protect budgets during the heating season. ■

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# Right to Repair: A Growing Challenge for the Automotive Industry



By Roy Littlefield IV

**The Right to Repair issue** has become one of the most pressing challenges facing the automotive industry today. If action isn't taken soon, the problem could quickly snowball, creating major obstacles for repair professionals and consumers alike.

Over the past five years, more than 30 states have introduced Right to Repair legislation, impacting a range of sectors from consumer electronics to agriculture. While most vehicles on the road today are over 13 years old—models that independent shops can still service—newer vehicles present a different story. Modern cars are essentially “rolling computers,” often removing the traditional OBD-II port that technicians rely on to access repair data.

Many of these vehicles now operate on cloud-based systems protected by security gateways and paywalls, limiting access to diagnostic information. As a result, independent repairers frequently encounter situations where they can't identify trouble codes, activate service modes, or even reset basic lights after routine maintenance—forcing customers back to dealerships.

This is fundamentally a consumer issue. Independent repair shops perform roughly 75% of all vehicle repairs nationwide, and dealerships simply don't have the capacity to absorb that volume. Without fair access to repair data, consumers risk facing longer wait times, higher costs, and fewer choices—a scenario that could create widespread “repair deserts.”

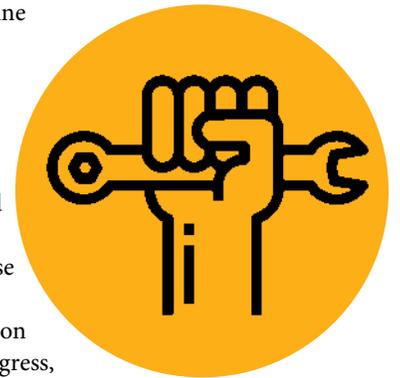
In Congress, the REPAIR Act (H.R. 1566) aims to address these concerns. The bill, a continuation of efforts from the previous Congress, currently has 37 bipartisan co-sponsors and a companion Senate bill (S.1379) led by Sen. Ben Ray Lujan (D-NM). Last Congress, the measure gained strong momentum, passing out of the House Subcommittee on Innovation, Data, and Commerce with 56 bipartisan supporters.

To move the effort forward, the industry needs data and grassroots engagement. Shops are encouraged to document repair challenges—listing the year, make, model, type of repair, and tools required—and to share this information with lawmakers.

While federal action remains the ultimate goal, progress continues at the state level. Right to Repair measures have passed by overwhelming margins—over 80%—in Maine and Massachusetts, though both have faced delays and legal challenges. Similar bills have recently been introduced in Virginia and Maryland.

The message is clear: without timely legislative action, both the industry and consumers could face an avalanche of obstacles in maintaining and repairing the next generation of vehicles.

SSDA-AT will continue to work towards passing Right to Repair legislation. ■



# SSDA-AT Backs Effort to Preserve Consumer Choice in Vehicle Purchases



By Roy Littlefield III

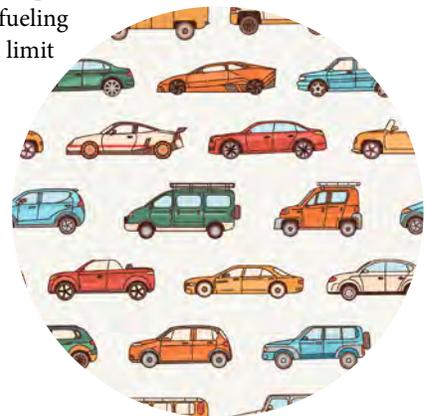
**The Service Station Dealers of America** and Allied Trades (SSDA-AT) is voicing strong support for the Preserving Choice in Vehicle Purchases Act of 2025 (S.996 and H.R. 346), introduced by Senator Markwayne Mullin (R-OK) and Representative Dave Joyce (R-OH). The legislation aims to prevent state and local governments from banning the sale of new gas-powered vehicles, ensuring that consumers retain the freedom to choose the vehicle that best fits their needs.

For SSDA-AT and its members, the issue of vehicle choice is critical. California's plan to phase out new gasoline-powered vehicle sales by 2035 has sparked concerns across the automotive and fueling industries. Such restrictions, the association warns, could limit consumer options, increase costs, and place unnecessary burdens on small businesses and working families.

While electric vehicles (EVs) represent an important and growing part of the transportation landscape, they are not yet a practical or affordable option for every driver. Millions of Americans still rely on gas-powered vehicles for their daily commutes, business operations, and long-distance travel. SSDA-AT members, who provide essential fueling and repair services across the country, play a key role in supporting this segment of the driving public.

SSDA-AT also supports ongoing efforts by President Trump's administration to safeguard vehicle choice through executive action but emphasizes that long-term protection requires legislative backing. The Preserving Choice in Vehicle Purchases Act would codify these protections into law, ensuring that market demand—rather than government mandates—drives the future of transportation.

As the national conversation around emissions, technology, and mobility continues, SSDA-AT maintains that true progress means preserving consumer choice, supporting innovation, and ensuring that all drivers—regardless of what they drive—have affordable and reliable options on the road. ■



*While electric vehicles (EVs) represent an important and growing part of the transportation landscape, they are not yet a practical or affordable option for every driver.*

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