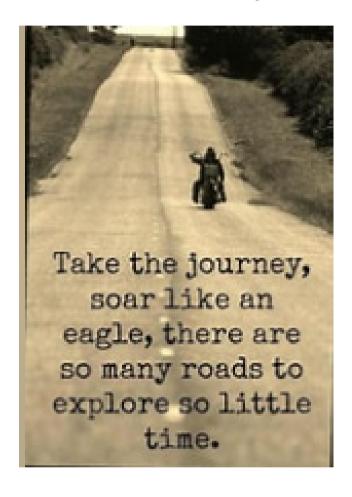
THE FREEDOM WRITER

March/April

2025 ISSUE #47

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Dedicated to Treedom of the Road



ABATE OF NEW YORK

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Back in the 70s, due to the lobbying efforts of the insurance companies and helmet manufacturers, the helmet law was created. A dying concept for today's ABATE legislation fighters. Yes, our companion states have passed a revocation for theirs. But the freedom of choice for this legislation is thwarted by the newer generations who welcome and embrace the idea of gear to protect themselves.

We need to move on to more prevalent issues. The profiling bill, we are not all the same, some delinquent on a dirt bike or a group of selfrighteous persons blocking roads to do tricks and whatnot. These people bring scrutiny upon the motorcycle community. We all know it only takes one bad apple to diminish the bunch. The grieving family act where we called to action petitions and calls to help enact this legislation. Motorcyclists are not mentioned directly, but many of our accidents and deaths could benefit from legislation like this. These are our current daily fights. We should not forget our past, but living there will not fortify this organization. Yes, we keep that bill alive, but all the vaccinations and boosters will not help. Until we are recognized as a strong lobbying body again, are we being taken seriously?

The Freedom Rally is once again on our doorstep. May 19th, we will be back at the capital to visit our elected officials to remind them how we, the people, choose them to vote. To sound our voice in public like our past ABATE representatives for the last 50 years. So please, if at all possible, come down and join us, let us be heard and seen again. We fight for our freedom of choice, the right to be seen. We should not be penalized for the choice to ride motorcycles, be it by distracted drivers or legislation, we choose to ride, our wives, daughters, husbands, sons, and so on are out there. Let's do what we can to secure their safety on the roads. How can we do that? Your voice, your heart, and the fact that you care should bring you to your feet before it's too late. Let's make ABATE what it used to be: a recognized voice in the community.

Thank you,
Chris Pecchio
President, ABATE of New York

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V President -Audrey R. Hamilton 585-286-0207

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CAYUGA - ONONDAGA - OSWEGO - SOUTHERN TIER

Thank you to our Region C Chapters for having me at your meetings. I looked forward to visiting our chapters and bringing news from the state meetings, and news and concerns from our chapters back to the state meetings. Recently, I visited the Cayuga and Oswego Chapters. On the 13th I will be in Onondaga for their Blessing of the Bikes Day. Hope for good weather. Membership is down some, yet Region C represents 17% of our membership. We need your input and your events to reach more riders. Please keep your Facebook pages updated and information current in our newsletter. Don't forget. May is Motorcycle Safety Awareness Month. Please get proclamations from your area county, city, town governments, local law enforcement agencies, and village governments. Most are willing to produce one. It's great PSAs for ABATE and motorcycle safety.

We discussed the possibility of having a booth at the NYS Fair. More info to come on that. Bylaws are being reviewed and revised. Once complete, copies will be distributed for comments and ultimately a vote. The new trifolds are out. I will keep an inventory for our region. We have made a sign inventory to determine when and how many to order. Each month, we get a membership list from the state office. Please use this tool for assessing your membership. There's great information there. It tells a story, where we were, where we are, and where we are going. It's an eye-opener.

If you don't have a Membership Retention Committee, I highly recommend it. It's some things to think about to remain healthy and vital. What are your members' expectations?

If you went to a restaurant, maybe more than once, and it didn't meet your expectations, would you go back? New members should be welcomed and encouraged to participate.

Get them involved. What is our local mission statement? Goals, community service, fundraising, certainly promoting what we stand for in the motorcycling community, and the legislation we support or oppose. Assess why members left. They leave for many reasons. Unproductive meetings, personal reasons, membership issues.

Ask the questions: Why did you leave? Did they come to the meetings? How long a member? What projects that we supported were most important to you? What changes would have encouraged you to remain a member? What activities interest you? Do they have ideas that could improve our chapter? Keeping a first-year member is the hardest. Consider having an exit interview. Many companies and organizations do. It's not just about riding. Hopefully we can all learn from this information.

Finally, please check the state website frequently. It changes often, especially events and our updates from Chris Genovese, our State Legislative Coordinator. Chris keeps us informed of what is current in NYS and at the national level. The Freedom Rally is scheduled for May 18th and 19th. It will be held at the Blackthorne Resort in East Durham. Meet and Greet on the 18th, general meeting. We ride to the Capital on the 19th and meet with elected officials.

Have a safe riding season.

Respectfully Submitted. Dennis Pelmear Region C Coordinator



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FREEDOM WRITER

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Chris Genovese, Legislative Coordinator, March 27, 2025

We're busy with a flurry of legislative activity, as the riding season begins across the state for many riders. From the beginning of this year, when you may recall that the "slate" of pending bills was wiped "clean," we've seen the pace pick up dramatically. And from among the scores of new bills being introduced, we're currently giving special attention to a few that we believe are "of interest" to riders.

A3172 "Relates to reckless driving; relates to culpability regarding criminal homicide involving the use of a motor vehicle." This bill, sponsored by Linda Rosenthal (D-67), seeks to strengthen legal accountability for drivers whose negligent actions result in harm to others by expanding the definition of reckless driving and clarifying that such actions constitute a misdemeanor offense. If passed into law, it would also establish that a driver can be found guilty of criminally negligent homicide with a motor vehicle if a fatality is the result of their carelessness.

In my opinion, this bill should be supported by ABATE, as the growing problem of negligent driving is also a growing problem for riders in our state. It's true that we already have a reckless driving bill as one of ABATE's top priorities, but we should also support this bill because we have no way of knowing which one has a better chance of passing into law. Currently, there seems to be widespread and nearly unanimous support among the ABATE Board Members and Legislative Coordinators that I have already spoken to about it, and will likely be added to our position paper soon.

A5268/S4678 "Establishes 'Elijah's law'; and directs the commissioner of the department of motor vehicles to conduct a study analyzing the operation and use of certain vehicles." This bill, sponsored by Joe DeStefano (R-3), increases requirements for applicants for driver's licenses, including motorcycle licenses. If passed, motorcycle license applicants would need to prove they've completed ten (10) hours of riding a motorcycle under the supervision of an approved instructor and also complete the NY Safety Council's Defensive Driving Course or the MSF Basic Rider's course, for example. The bill also directs the Commissioner of the DMV to conduct a study

analyzing the operation of certain vehicles, including motorcycles, e-bikes, and scooters.

While I believe that this bill aims to improve the overall education and readiness of drivers and riders, I'm concerned about the fact that the bill is studying the safety of motorcycles, and appears to be "lumping us in" with e-bikes and scooters. While it's true that the basic geometry and functioning of these vehicles is somewhat similar, they are vastly different in their performance and transportation applications/abilities, and how they are legally operated and used on our roads. And in my conversations with other ABATE members, I'm seeing a big split in how we feel about this bill. Currently, it's evenly spread out among those looking to support, oppose, or leave this bill alone. So the "math' says we're most likely going to leave this one alone until/unless something changes.

A5466 "Requires motorcycles to be registered at point of sale." This bill, also known as the "Motorcycle Registration Guarantee Act," would require that all motorcycles purchased at a dealership in our state, for use in our state, be registered at the

This bill, sponsored by Alex Bores (D-73), is straightforward and brief, aiming to ensure compliance with state regulations and vehicle tracking for motorcycles only.

I can see both sides of this argument, and wish that it wasn't so easy for those purchasing motorcycles to skirt the system and put their "new" motorcycles "on the road" without a registration or insurance. Heck, I wish the same wasn't true for

motorcycle licenses either, but there are enough riders that just don't feel the need to do these things, and they invite danger, as well as legal and financial chaos. I'm also aware that many of my fellow riders, who are now very responsible with how they ride, began their riding years this way.

But the thing that concerns me about this bill is that it doesn't address this problem with regard to private motorcycle sales (nor should it). So it doesn't really (fully) solve the problem, in my opinion, and it potentially puts too much pressure on our friends who sell motorcycles at dealerships to (once again) be involved with law enforcement. Even so, I am falling on the side of favoring this bill, as are most others that I'm talking to about it. However, I feel that there's enough hesitation from our members that I'm going to "pump the brakes," in terms of adding it to our position paper, and continue having more conversations about it.

S2501 "Relates to additional requirements for licensing of drivers and motorcyclists." This bill, sponsored by Andrew Gournades (D-26) would require proof of completion of six (6) hours of driving (or riding) experience with a certified instructor to qualify for a license.

Again, I can understand and appreciate both sides of the 'argument" for this bill. I favor the idea of having more experienced drivers and riders on our roads, and would much rather share the roads with them. The expense that will be required does concern me, but many (if not most) drivers or riders must already bear the expense to purchase, as well as insure and maintain, a vehicle. So this investment in training, in the big picture, seems justifiable. However, like the bill above, we have a couple of folks in my ABATE calls about legislation that have been hesitant, and I'm "pumping the brakes" on this one for now. So, at least in the short term, we'll see what future conversations tell us about how ABATE members feel about this bill.

We did add two bills to the ABATE of NY position paper recently, including the re-introduction of the Grieving Families Act (A6063/S4423) on February 5 th and a new bill (A5693/S4370) that would enshrine into law the reduced toll rate for motorcycles with regard to Congestion Pricing in the Central Business District of New York City. For the GFA, we were happy to add it again as a priority bill for ABATE of NY, and now carrying over from last year's position paper. For A6063/S4423, it's important to point out that we are NOT saying that we favor of these new tolls in any way. Instead, we're saying that motorcycles should pay half the amount of a car because they help to reduce congestion in the Central Business District of the Big Apple. If passed into law,bA6063/s4423 would make it impossible for the Metro Transportation Authority to change its mind about this toll structure at some point in the future.



ABATE of NY Legislative Position Paper – March 27, 2025

A1788/S2061 – Provides for certain presumptions for reckless driving and the implementation of a reckless driving and vehicular violence awareness component of the pre-licensing course for a driver's license. By introducing presumptions for reckless driving, this bill aims to hold accountable those who endanger others through their actions behind the wheel. Additionally, integrating a vehicular violence awareness component into the pre-licensing course underscores the importance of fostering a culture of responsibility and respect among drivers. ABATE of NY believes that such initiatives will not only enhance road safety but also contribute to

a more informed and conscientious driving community. Through education and awareness, ABATE of NY seeks to reduce the incidence of reckless driving and vehicular violence, ultimately creating safer roads for all

users in New York State.

A1788 referred to the Transportation Committee on 1/14/25. S2061 referred to the Transportation Committee on 1/15/25

A6063/S4423 - Provides for the types of damages that may be awarded to the persons for whose benefit an

action for wrongful death is brought.

The Grieving Families Act helps ensure justice for the families of those who are wrongfully killed by the acts of others, including riders killed by negligent drivers. This important legislation provides surviving families the ability to seek fair compensation for their pain and suffering, addressing the emotional and financial hardships that come with such a devastating loss. By expanding the definition of " family; to include not only traditional relatives but also those who have close, dependent relationships with the deceased, the Grieving Families Act recognizes the wide-ranging impact of such tragedies. This bill is crucial for holding negligent drivers accountable and providing

much-needed support to those left behind. A6063 referred to the Judiciary Committee on 2/26/25 S4423 advanced to third reading on 3/3/25

A?/S2436 – Prohibits the sale of ATVs and off-highway motorcycles in the city of New York; provides

enforcement mechanisms and penalties.

Such a blanket ban would unjustly restrict the rights of individuals to own and enjoy these recreational vehicles within city limits. While ABATE of NY acknowledges the need for responsible use and regulation of these vehicles to ensure public safety, it argues that a total ban is an overreaching measure that penalizes law-abiding enthusiasts. Rather than outright prohibition, ABATE of NY advocates for comprehensive education, training, and enforcement initiatives to promote safe and responsible ATV and off-highway motorcycle use.

Assembly – referred to Cities Committee on 3/20/25 (no bill number as of 3/27/25)

S2436 passed the Senate on 3/20/25.

A966/S2308 – Relates to motorcycle awareness on state highways by affixing signs

stating "Watch for Motorcycles.

By advocating for the installation of motorcycle awareness signs on state highways, ABATE aims to promote mutual respect and understanding between motorcyclists and other drivers. These signs serve as valuable reminders for motorists to remain vigilant and share the road responsibly, ultimately reducing the risk of collisions and injuries involving motorcycles.

A966 referred to the Transportation Committee on 1/8/25 S2308 referred to the Transportation Committee on 1/16/25.

A2552/S3156 – Makes certain exceptions for violations pertaining to certain mufflers and exhaust systems. This bill proposes essential exceptions for violations related to specific exhaust systems on motorcycles and other vehicles. By allowing for reasonable exceptions, A36/S3332 ensures that motorcyclists can enjoy the freedom to choose exhaust systems that meet

both legal standards and their individual preferences without facing undue penalties.

A2552 referred to the Transportation Committee on 1/17/25. S3156 referred to the Transportation Committee on 1/23/25.

A5693/S4370 – Provides for congestion pricing for motorcycles in the central business district. Motorcycles reduce congestion and environmental impact, as they obviously take up less space and generate fewer emissions as compared to cars powered by internal combustion. These facts make motorcycles a more efficient and "cleaner" transportation option, and discounting the tolls on them in the central business district encourages

their use over larger, less efficient vehicles. A5693 referred to Corporations, Authorities, and Commissions Committee on 2/20/25.

S4370 referred to the Transportation Committee on 2/4/25.



CHAPTER NEWS

A.B.A.T.E. of Ontario Co.



All are invited to join us as we ride thru the beautiful Finger Lakes area.

> WHEN: JUNE 22 2025 WHERE: On The Rocks 3852 Rt 5 & 20, Canandaigua REGISTRATION: 10:30am REGISTRATION FEE: \$10

> > **KSU: NOON**

ONTARIO COUNTY





Ontario ABATE Chapter PO Box 546 Canandaigua, NY 14424 "Educate, Not Legislate" First Sundays 10:30 am July 13 January 5 ■ August 3 February 2 ■ September 7 March 2 October 5 ■ April 6 ■ November 2 ■ May 4 ■ December 7 June 1 At: On The Rocks Bar & Grill 3853 NY-5& 20 Canandaigua, NY



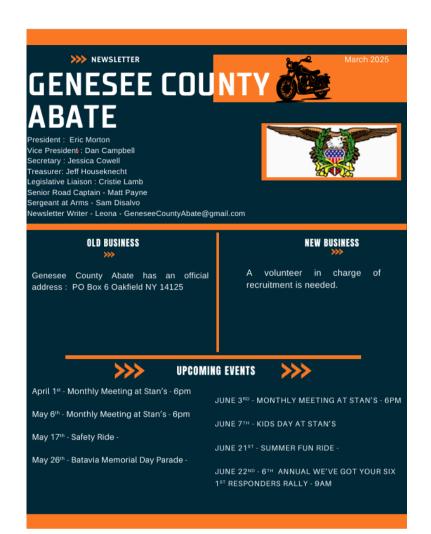


COLUMBIA COUNTY

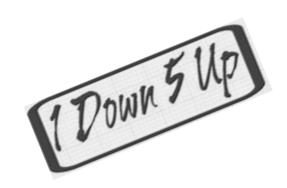








GENESEE COUNTY



5 BOROUGHS





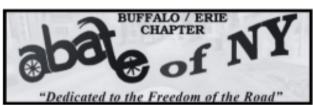
BUFFAKO/ERIE

ABATE Buffalo/Erie 35th Annual Safety & Awareness Ride

Saturday, May 3, 2025

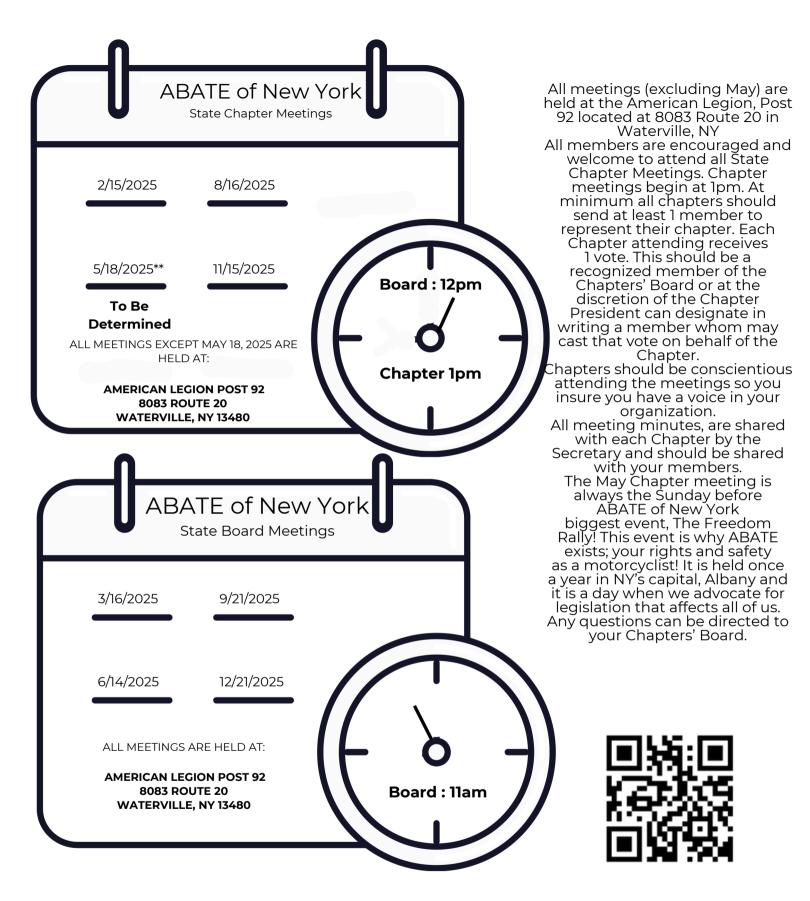
May is Motorcycle Safety Awareness Month, and for the 34th year in a row we're going to meet up at 10:30am on the steps of the Rath Building in downtown Buffalo to let folks know that they need to share the roads with us! Join us and let your voice be heard by local elected officials that will be addressing those gathered before the ride. More info at Cyberspokes.com. This ride is 100% FREE. Kickstands up after the speeches, which should be shortly after Noon. ABATE is American Bikers Aimed Toward Education, and we are dedicated to the freedom of the road! WNY SOS (Stilettos on Steel) is joining forces with ABATE to celebrate International Female Ride Day as well!





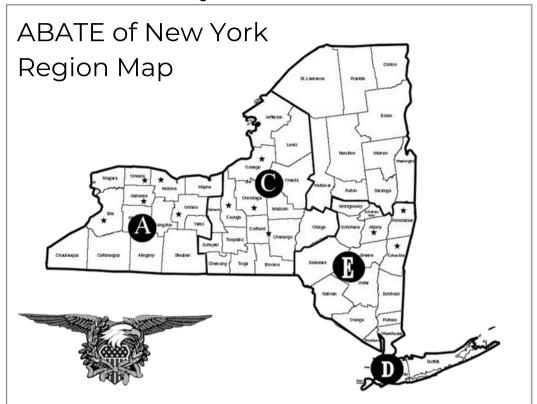






https://abateny.org/

Days / Times



REGION A

Buffalo/Erie Chapter

American Legion Matthew Glab Post 1477, 1965 Abbott Road, Lackawanna, NY.

Meetings 3rd Thursday (monthly) / 7:30pm

Genesee

Stans Harley Davidson 4425 West Saile Drive, Batavia N.Y. 14020

Meetings 1st Tuesday (monthly)

Ontario

Jose & Willy's, 20 Lakeshore Dr., Canandaigua, NY

Meetings 1st Sunday (monthly) / 10am

Orleans

Medina VFW Post 1483, 216 E. Center St. Medina, NY

Meetings 2nd Sunday (monthly) / 12pm

REGION C

Cayuga

VFW Post #1975 44 East Genesee St, Auburn NY 13021

Meetings 2nd Monday (monthly) / 7 pm

Onondaga

VFW Post #1975 44 East Genesee St, Auburn NY 13021

Meetings 2nd Sunday (monthly) / 12pm

Oswego

Mimi's Drive In 201 N. 2nd Ave Fulton, NY

Meetings 1st Sunday (monthly) / 10am

Orleans

American Legion Post 1194, 363 West Services Rd Binghamton NY 13901

Meetings 2nd Thursday (monthly) / 7pm

REGION D

5 Boroughs

Location changes monthly

Meetings 2nd Thursday (monthly) /3 pm

REGION E

Columbia County

Whitestone Cafe 2337 NY Route 66 Ghent, NY

Meetings 1st Thursday (monthly) / 6:30pm

Rensselaer

The Paddock 6 Ridge Rd Rensselaer NY 12144

Meetings 2nd Saturday (monthly) / 5pm



Congressional Motorcycle Caucus Reception

This week, the Motorcycle Riders Foundation participated in a reception for the Congressional Motorcycle Caucus. The event played host to several lawmakers, including the Co-Chairs of the House Motorcycle Caucus: Rep. Tim Walberg (Michigan), Rep. Troy Balderson (Ohio), and Rep. Derrick Van Orden (Wisconsin). The Chair of the Senate Motorcycle Caucus, Senator Gary Peters (Michigan), also attended. Additional legislators present included newly elected Representatives Dave Taylor (Ohio) and John McGuire (Virginia).

These two caucuses are made up of legislators from both parties who are interested in supporting motorcyclists and the motorcycling lifestyle. The event also included several Capitol Hill staffers and other motorcycling groups, including the American Motorcyclist Association, Harley-Davidson Motor Company, and the Motorcycle Industry Council.

Growing these motorcycle-focused organizations is a priority for the Motorcycle Riders Foundation. Events like this one and the annual "Ride to Work Day" on Capitol Hill are great ways to connect with elected officials and their staff in a less formal setting and build relationships that can help impact our legislative agenda. With your help, we can continue to grow these groups and spread the word about motorcycling priorities to the folks in our nation's capital.



New York State's driver point system has been changed to increase penalties for repeat offenders and make it easier for insurance companies to access driving records. The new system includes:

More points for certain violations

Many violations now have higher point values, including:

- DWI: 11 points
- Racing: 5 points
- Failure to exercise due care: 5 points
- Leaving the scene of a crash: 3 points
- Passing a stopped school bus: 8 points
- Speeding in a work zone: 8 points
- Aggravated unlicensed operation: 11 points

Harsher penalties for repeat offenders

• Drivers with multiple violations within 18 months face higher fines and possible license suspension

Mandatory Driver Responsibility Assessment (DRA)

• Drivers with 6 or more points within 18 months must pay an annual DRA fee for three years

Online tracking and reporting

• Law enforcement and insurance companies can more easily access driving records

The new system aims to keep drivers with multiple suspensions off the road.

You can consult the New York DMV website for more information.



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Stands ready to act on items affecting motorcyclists

With a new administration in the White House as of Jan. 20, a significant number of executive orders have been signed over the past few days, and the AMA Government Relations staff is working hard to analyze how these new orders may affect motorcyclists in the future.

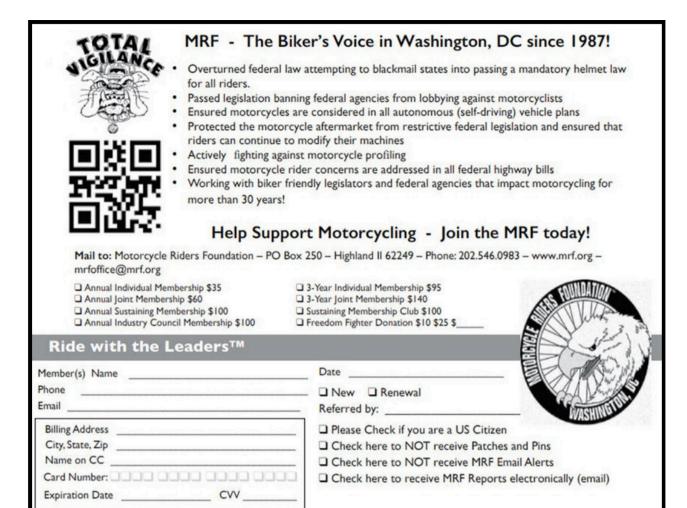
What exactly are executive orders? They are basically signed statements that lay out how the president wants the federal government to be managed, whether that's a request for reports, instructions to federal agencies or taking action to rescind orders signed by a previous president. Keep in mind, there are limits to the power of executive orders, and both courts and Congress can potentially block them. "Any time there's a change in federal administrations, it's common to see a flurry of executive orders released very quickly," said AMA Director of Government Relations Nick Haris, "and it's our job to work through those orders to find ways they may potentially benefit motorcyclists, or ways they could negatively affect motorcyclists. Regardless of party, we often find it's a mixed bag — some good, some bad — and those first executive orders also give us a good look at the general direction an administration may be taking in the future, so we're prepared to protect the interests of our AMA members. Several of the recent executive orders have caught the attention of the AMA Government Relations staff, including the America First Trade Policy executive order, President Donald Trump did threaten to implement additional tariffs on Mexico, China and Canada as quickly as Feb. 1, a move that could potentially increase the price of goods made in these countries, including motorcycles, motorcycle parts and gear coming into the U.S. from these countries. While this may provide a boost for products made in America, it may also eventually affect small mom-and-pop repair shops that source their parts outside of the country.

Also of note was the Putting People Over Fish: Stopping Radical Environmentalism to Provide Water to Southern California presidential action. While seemingly unrelated to motorcycling, AMA Director of Government Relations Nick Haris commented that it may be a sign there's potential for reform of the Endangered Species Act (ESA) in the future. The ESA has long been invoked by anti-OHV interest groups and used as a surrogate issue to exclude motorized recreation from public lands. Reforming the ESA may prove useful as the AMA fights closures related to local endangered species.

President Trump's executive order on regulatory freeze is also significant, impacting any agency rulemaking that was pending at the end of the Biden administration, which gives the new administration the chance to reevaluate the impacts of pending regulation changes. Some of the issues impacting motorcyclists that may be affected by agency rulemaking include: federal emissions, fuel economy standards, autonomous vehicle regulations, changes to the New Car Assessment Program (NCAP) — which evaluates the safety of new vehicles — and monument and wilderness designations. This pause also gives stakeholders like the AMA a chance to reengage on these issues with new leadership and address any potential concerns.

Along with plenty of new orders dropping from the White House, there are new agency heads — including Sean Duffy (former five-term Republican congressman) at the Department of Transportation and Doug Burgum (former North Dakota Governor) at the Department of the Interior — and the AMA is crafting letters to these members of the new administration, requesting meetings and working to ensure they are aware of how federal issues may impact motorcyclists.

"No doubt, we'll continue to see additional executive orders released in the coming weeks and many additional changes in Washington," Haris said. "But our main goal in the AMA Government Relations Department is to analyze these actions and determine how we can best take action to protect the rights of our members." Of course, the AMA's Government Relations Department doesn't work alone. You are an important ally in our fight to protect motorcyclists' rights. Stay informed and sign up to receive AMA Action Alerts that notify you of threats to your motorcycling rights at





THE FREEDOM WRITER

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Gyon can shed tears because they are Gon, or you can smile because they Lived.

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Christina "Hippie Chick" Voloshen
Mel "Mongo" McKinstry
Tim Columbia
John McKenzie
Bruce Taylor
Tom McKay
Richard "Red-Dog" Zucas
Terry A. Cook

Mike Pascucci

Richard X. Gardner Jr.

Carl H. Baker

Peter Martino

Molly "Skully" Hamilton

Nicola S. Bennett Andrew "Animal" Ziuzzi Brenda Boellner Joe Pleickhardt Rick Davis Jerry MacDonald Clyde Hamilton