

## 7-Lawyer Products Liability Group Joins Shook From Herzfeld & Rubin

BY CHRISTINE SIMMONS

SEVEN class action litigators with a substantial practice in auto class action defense are moving from Herzfeld & Rubin to Shook, Hardy & Bacon's New York office.

The litigators—among the top auto products liability litigators in the Northeast—include partners Michael Gallub, who was on the executive board at Herzfeld, as well as Homer Ramsey and Brian Carr. The senior counsel additions at Shook include Bryan Hogg, Danny Robertson and Joshua Weiner, while Chris Picciano is joining as counsel.

The lawyers, who joined Shook this week, are national class action counsel in top auto cases, with some of the group's clients



Courtesy photos

**(L-R) Michael Gallub, Brian Carr and Homer Ramsey of Shook Hardy & Bacon.**

including Volkswagen, Subaru, Nissan and Mercedes.

Shook competes in the auto liability and class action practice along with other Big Law heavyweights, including Nelson Mullins Riley & Scarborough; Skadden, Arps, Slate, Meagher & Flom; Gibson, Dunn & Crutcher; and Sullivan & Cromwell.

For Shook Hardy, which launched in New York in 2021, the seven-lawyer addition increases the firm's market share in the Northeast. The group "significantly enhances our class action and auto defense practice," reinforcing the firm's leadership position in the market, said Michael Mallow, who is co-chair of the

class action and appellate litigation practice at Shook.

For Herzfeld & Rubin, the move marks another departure for the long-standing New York firm, whose head count has fallen in the last two decades among lateral moves and retirements. According to the firm's website, the law firm now has about 26 lawyers, down from about 100 two decades ago. Representatives for the firm did not return messages seeking comment on the departure.

Gallub, in an interview, declined to specify the group's book of business but said the group has "a very substantial practice" that includes products liability cases in the region and national and international class action work.

Gallub had been at Herzfeld & Rubin for 35 years, working his way up from a first-year associate to serving on the firm's board of directors. "It's a big decision for us to leave, but we have so much respect for the Shook law firm, and we think our practice aligns

so amazingly well," he said, adding the group has known Shook partners for several years, working alongside them in cases and meeting through various seminars. "Their client base is very similar to ours."


Shook and the group have overlapping clients. For instance, the group has been national counsel to Volkswagen Companies for years, while Shook has represented Volkswagen locally in some jurisdictions and Shook has worked with the laterals in several class actions for the car company.

Gallub said other factors also prompted them to move, including Shook's national platform, as well as its culture, collegiality and track record of diversity. "As a member of the LGBT community, it was very important to me," Gallub said about Shook's commitment to diversity.

As for his prior firm, Gallub said the group will likely share some clients going forward. Even though the firm has gotten smaller over the years, Herzfeld

& Rubin has "been getting leaner and meaner," he said. "The firm is going to continue and prosper after we make a transition."

It's a busy time for auto-defense practices. Not only are class actions generally on the uptick, but the industry is going through a "revolution," said Malloy, pointing to frequent developments in advanced driver-assist technology and hybrid and electric vehicles. With that new technology comes an uptick in litigation, he noted. "We are very busy."

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