



#8 B, \$300-\$400



#8 C, \$800-\$950

### #7 - 1936-40 model

This model doesn't have diagonal lines cut on the face of the lighter. This is an extremely rare case. I have seen very few examples.

#### #7 A - Plain

#7 A1 - With original piston insert and strong spring

#7 A2 - With original piston insert but weak spring

#7 A3 - Those with "original humped" spring inserts

#7 A4 - Piston in the insert has been removed by Zippo and replaced

#7 B - Engine-Turned (were first manufactured in 1936)

#7 C - Sterling "with square corners"

#7 D - 14k Gold "Plain"

#7 E - 14k Engine-Turned

#7 F - Engraved Generic Advertising

#7 G - Metallique Initials

#7 H - Generic Metallique Advertising

#7 I - 1937 Gold-Filled (plain) in Esquire Ad

#7 J - 1937 Gold-Filled (engine-turned) in Esquire Ad

### #8 - 1936-40 model

This model has diagonal lines cut on the face of the lighter.

#### #8 A - Plain

#8 A1 - With original piston insert and strong spring

#8 A2 - With original piston insert but weak spring

#8 A3 - Those with "original humped" spring inserts

#8 A4 - Piston in the insert has been removed by Zippo and replaced

#8 B - Metallique Initials

#8 C - Kendall Oil Metallique

#8 D - Engraved Generic Advertising

#8 E - Generic Metallique Advertising

### #9 - 1938-39 model

This model has no diagonal lines cut on the face of the lighter. This variety has a U-shaped piece of metal that is soldered inside the lid. The U-shaped soldered "clips" act as a cam stop that engages the lid to hold it down and the lighter shut.



#9 A - Plain

#9 B - Metallique Initials

#9 C - Engine-Turned in "Chromed" Brass

#9 D - Plain Sterling (may or may not have initials)

#9 E - Engine-turned in Sterling (Note that the middle hinge barrel is longer on both #9D and #9E sterling models.)