



DF International Class Association

Announcement of New DF Versions

The DF International Class Association (DFICA) and the licenced builder, Joysway Hobby International Ltd (JHIL), are pleased to announce the release of new versions of both DF65 and DF95 classes.

The changes to apply from 1st February 2025, are the result of feedback from DFICA members and in consultation with the JHIL engineering team to continue to improve the quality and reliability of the boats.

The fundamental aim of the Class and its Rules is to ensure that all boats are raced on a level performance basis. The Restricted Class Rules means that no changes are allowed to the boats unless specifically allowed and documented in the Rules, or an interpretation has been issued by the DFICA Rules Committee to cover any manufacturing changes.

The changes will not affect performance of the boats but do improve the build quality for greater enjoyment by owners.

The changes are:

1. Digital Winch – A new digital winch will replace the current grey DF Sail winch. Testing has shown a more consistent performance and end point accuracy. The new winch fits the existing DF winch drums and the winch speed is the same as the outgoing model.
2. Power Switch – A new mounting plate and a slightly modified servo tray has been produced to allow the switch to be fitted from the top of the tray. In previous versions, the tray had to be removed to fit the switch from the underside.
3. Bearings – Will have better quality stainless steel to reduce potential for rust. (Regular lubrication will still be required for smooth operation)
4. Tray Attachment Screws – Flat head screws have replaced the countersunk head screws to prevent cracking around the screw head.
5. DF95 Hatch Cover – The new screws will require a slight modification to the clear plastic hatch for a correct fit.
6. Jib Boom Rear Plug – The boom rear plug has been replaced with a new plug containing an external hole for attaching the Jib Topping Lift.
7. Mainsheet Bridle Plate - The plate that attaches to the keel bolt and holds the bridle ring forward has been strengthened by increasing the thickness of the plate.
8. Rudder Servo Arm – The existing servo arm has been replaced by a stronger nylon version.



9. Mast Deck Sliding Plate – The plate has been slightly increased in size to eliminate any excess movement.
10. Mast Deck Slide Plate Bolt and Nut – These have been replaced with 316 stainless steel and the nut will be glued in place to prevent movement. Thinner copper clamps will be replaced on the wire loops to prevent slippage.
11. Jib Forestay Wire – A better quality stainless steel forestay is supplied and has been shortened to allow a greater range of adjustment of the forestay bowsie.
12. Jib Luff Sail Eyelets – These have been moved closer to the jib tack for a smoother sail shape at the tack.
13. Winch Tension Line Elastic – Has been replaced with a better quality product.
14. Wire Luff Rings – The shape has been improved for a more secure fitting.
15. DF65 Clew Hook – A thicker wire is used for additional strength.
16. Mast Stub and Collar – The tube diameter has been increased slightly for a better fit in the mast tube and the collar positioning will be more consistent.
17. Deck Hatch Cover Patch – Has been redesigned to allow visibility into the tray and a larger battery hatch cover is supplied for the DF65.
18. Sail Corner Reinforcement Patches – Addition of a second layer of patch material for increased corner stiffness.
19. Metal Rudder Arm – The hole for the clevis has been reduced slightly for a tighter fit removing any slop in the linkages.

In addition, new Rigging Instruction Manuals have been produced that include some slight changes to rigging procedures. The main change from the previous versions of the DF95 is the revised Jib Cunningham arrangement which moves the bowsie adjuster to the top of the sail with the Jib Tack tied directly to the front eye of the Jib Boom. Because this is how it is now shown in the Rigging Manual this system can be retro-fitted to older DF95 boats without the need for any class rule changes.

The Rigging Instruction Manual also shows the new Jib Boom rear end fitting and simplified bowsie adjustment. These new booms can be used on any previous DF65 & DF95 versions.

The changes have been welcomed by the DFICA, whose Chairman, Phil Burgess said “We have been thrilled with the cooperation and support from Joysway to change their manufacturing to accommodate the changes we required. These boats have proved to be highly popular, are sailed in over 30 countries and have attracted many new owners into our sport”

John Tushingam, the DFICA Manufacturers Representative, said “Once again, Joysway have been happy to work with us to incorporate these quality changes. These are largely due to feedback from DF owners around the world. The DF classes could not have any better support from our manufacturer.

JHIL Managing Partner, Vinson Yuen, has been very active in attending several regattas and speaking with boat owners to gather their feedback to better understand their needs. He



added... “The best product quality is of great importance to us, so we are very happy to work with the DF Class Association to make the DF boats as good as they can possibly be”.

New kits for DF65 Version 8 and DF95 Version 3 will be available from local resellers as they order new stock after 1st February 2025.

All new parts will be available to retro fit on previous versions.

Please direct any enquiries to your national class representative or the DFICA site at <https://dfracing.world/contact/>