

Anglo-American Camera Tracking Vehicles invite you to *Take a Quick Tour...*

...of our Porsche Pursuit Car with the
Motocrane Ultra Crane Arm.



A guide for Directors, DOPs, Camera Operators and Grips, including:

1. The car.
2. The Motocrane Arm.
3. The Movi XL head (with FOG upgrade) and its control options.
4. The car's internal systems (monitoring, power distribution & playback).
5. The boot area for 1st AC / Focus Puller.
6. The Support Van.

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1. The Car

From bases in **Nottingham** and **Manchester**, the car is a joint venture between **Anglo American Camera Tracking Vehicles**, who look after the car, and **MK-V Omega** (builders of the AR Steadicam rig) who design and maintain the electro-mechanical elements of the vehicle.



It's a **Porsche Cayenne Turbo Sport** – the top of the range model: uprated brakes, fully adjustable air suspension – all powered by a 4.8litre V8. It's rocket-quick and rock-solid. **Full specs at aactv.co.uk**

Driver Neil McKay has over 30 years tracking vehicle and lo-loader experience with Anglo American. With time served as a test driver for Jaguar Land Rover, he's also worked as a circuit racing instructor and holds full licences for motorcycles, cars and trucks – right up to and including HGV Class 1 – so you're in safe hands.

Our Arm Ops have backgrounds as Grips, Camera Crane Ops, Drone Pilots or in Film / Camera engineering.



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2. The Arm

Built by Motocrane in Minneapolis, it's more American Arm than Russian. It can pan a continuous 360 degrees and has a reach of 12' from the fulcrum, giving a maximum lens height of around 12'6". This can be shortened to a more compact 8' reach if required.

It's built for all-weather use and can be used at speeds in excess of 80+ mph.



3. The Movi XL Head (with FOG System)

The MOVI XL 3 Axis stabilised head is made by Freefly Systems in the US. The XL is the biggest head they make.

We are the only Motocrane in the UK to have the XL FOG (Fibre Optical Gyro) Upgrade, which costs more than the head itself.



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The FOG System over-rides the standard MEMS sensors on the standard XL head and **turns our Movi XL into a completely different animal**. It stops pan drift, neutralises high-frequency vibration and disturbance making it reliably stable at high speed and for use with longer lenses. In terms of operator response and overall performance, the FOG makes our Movi XL a match for heads renting for twice the price. **Type 'Movi XL FOG' into Youtube for a quick two minute video.**

Our XL comes with fitted rain and dust covers too – made in-house.

As well as **joystick control** we've recently added a set of **Nodo Inertia Wheels** to perfectly compliment the XL head. The Operator can dial in graduated drag digitally, as well as mass. Gradually adding mass gives the wheels **the feel and response of heavy steel or brass-wheels**, making the operator experience more like using a traditional geared head. It feels heavy and solid – or not; the choice is yours.

Dig into the wheel's menu for more options: want a more dynamic look to your shot? **You can add a hand-held or camera-shake look 'on-the-fly'** – and then cancel it within the move. Gearing and speed controls are all accessible through the panel, too.

Dual band wireless links (most systems run a single radio link) result in less latency – and a snappier response overall.



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4. Internal Systems

We've developed a 'cockpit' style environment for the Director and Camera Operator in the rear. **Safety, comfort and practicality** was the goal.



You'll find iPad holders, USB power sockets – and Robocup cup holders for caffeine addicts. The centre console is a solid metal construction separating Director and Operator for safety – and a convenient **rest area for notepads, scripts and elbows**. Interior lighting has been upgraded to high output LEDs for night shoot visibility.

Director's and DOP's Monitors:

TV Logic 9". There's a full video amplification / distribution system in the car and the internal monitors are cabled independently of each other – so if one goes down they don't ALL go down. They're individually adjustable for positioning too.



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Playback:

The Driver's monitor records all rehearsals and takes. Playback is instant on request and plays back to all monitors in the vehicle.

Power Distribution:

There are 3 fixed power distribution boxes in the vehicle with Lemo and XLR sockets (Arri polarity).

1 in the front for the Arm Operator and Driver's monitors etc.

1 in the middle supplying the rear seats for Director's and DOP's monitors, plus USB sockets for phones and iPads.

1 in the boot for the Focus Puller's monitor and accessories.

Comms are via Eartech wireless headsets.

COVID Regs: Clear interior curtains are available on request to isolate the driver and all passengers from each other should production guidelines require them.

5. The Boot

Following tradition, the Focus Puller / 1st AC's seat is in the boot.

For convenience, the camera is powered from **V-Lock batteries (supplied by us)** on the panel pictured. Camera power runs through our cable loom from the cabin, up through the slip rings and down the arm to the camera – as does a back-up head control cable in the unlikely event we lose wireless control to the head.

The batteries can be 'hot swapped' by the 1st AC without powering the camera down or stopping the car.

Also just visible in the pic is the 1st A/C's power socket box and the main MK-V Omega power management box which can provide both a 12 and 24 volt supply.

To the Focus Puller's right there's a padded elbow support, a cup holder and tray for her / his handset and other necessary items.



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6. The Support Van

Has everything we need to make the day run smoothly.



The Motorane Arm is carried on the van in two fully assembled pieces for quick deployment. For battery charging we have 240v power through an inverter and an on-board generator as back-up. We carry tools, spare wheels, a 10x10 Easi-Up, workbench and lots more.



Like the car, the van has full LED interior lighting – and we have super-bright, clip-on LED work lights for night rigging and de-rigs.

ANGLO-AM - Feature Film Wheels for TV Budgets

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