



HSBC UK

NUTRITION GUIDE



WELCOME

Cycling is fairly unique as a sport in that it's relatively easy to keep fuelled while you're doing it. You can carry a veritable picnic in your jersey pockets and this makes incredible feats of endurance possible. However there is a lot of confusion and misinformation about how best to fuel your riding and how to use nutrition to optimise your cycling performance. Working with the riders on the Great Britain Cycling Team, it's only with solid nutritional support that they're able to consistently train and perform at the highest level. Similarly, if you fail to fuel your cycling correctly, you'll be compromising the quality of your training and limiting your performance on event day.

In this E-book, we'll focus on fuelling for a sportive or long training ride. We'll look at the day before, breakfast, eating on the bike and how to utilise nutrition to maximise your recovery. We'll also discuss considerations for vegetarian and vegan cyclists, weight loss and supplements. With this information, you'll be able to plan your perfect nutritional strategy, refine and practice it in training and then implement it on event day.

Eat right and ride strong,

Lauren Delany and Kathryn Brown, Great Britain
Cycling Team Nutritionists



THE DAY BEFORE

For a sportive or long training ride, what you eat the day before can have a big impact. The importance of good nutrition the day before increases depending on how early the next day you're starting riding. So, if it's a crack of dawn start, like many sportives are, what you eat the day before is key.

Little and often

Aim for a good carbohydrate intake to ensure full energy stores but spread it out throughout the day with quality meals and regular snacking. Stick to foods that you're familiar with, keep it simple and easy to digest.

Hydrate

Ensuring you're well hydrated the day before is very important, especially if you've an early start and limited time for hydration in the morning. Drink little and often and monitor the colour of your urine, aiming for a light straw colour. If you find the fluids are passing through you too quickly, add some electrolytes.

Avoid

Avoid strange, new, unusual or highly spiced food if you're not used to it. It's also sensible to keep fibre intake moderate to low and to steer clear of high fat foods as this can slow digestion.

Plan for travel

Ensuring you're well hydrated the day before is very important, especially if you've an early start and limited time for hydration in the morning. Drink little and often and monitor the colour of your urine, aiming for a light straw colour. If you find the fluids are passing through you too quickly, add some electrolytes.

Sleep tight

Avoid drinking excessive fluids in the 60-90 minutes before going to bed. Camomile tea and warm milk can both help with getting to sleep and research has shown that cherry juice, such as SiS REGO Cherry Juice, which contains a natural source of melatonin, is also good.

Rule of thirds

For your evening meal, something like chicken, rice and vegetables is ideal. Think about the rule of thirds with a third of your plate covered by colourful vegetables or salad, a third by carbohydrates like pasta, rice or potatoes and a third with protein like chicken, fish or beef.

If your ride is very long or starts especially early, you might want to consider upping the carbohydrates to half the plate, having a healthy low-fat dessert or maybe a bowl of cere-al before turning in.

A massive bowl of pasta with a relatively small amount of sauce won't fulfil the rule of thirds and is a bit old school. You can only store a limited amount of carbohydrates and if you've eaten well throughout the day, you don't need huge amounts to fill it. Also, if you've been tapering into the event, your energy stores will probably only require topping up.



Recipe suggestions:

Peppered beef and vegetable stir-fry



PRE-RIDE BREAKFAST

What you eat and when you eat breakfast can have a profound effect on your ride. As with all aspects of cycling nutrition, follow the advice below but tailor it to your individual requirements, physiology and the ride you're doing. Practice your routine in training and then stick to it for events.

When?

General advice is to eat 2-4 hours before you start riding. However, along with your individual preference and tolerance, this can vary.

Intensity also has an effect. If you know that the ride will start at a fairly sedate pace, you can probably get away with a later breakfast. Conversely, if you know it'll be hard from the off, you'll want to ensure your breakfast has had enough time to be well digested.

How much

Carbohydrates are the priority and you should be looking to consume 1-2 g/kg of body-weight. For a typical sportive, you'd probably be looking at the middle of that range.

For an 80kg rider that would translate to 80-160g. A large serving of porridge with milk and a large banana would get them into that range.

However, the intensity and duration of your ride and how you're intending to fuel on the bike will also impact on how much you need to consume at breakfast.

Protein

It's not all about carbohydrates. Even endurance athletes should be looking to consume 20-40g of protein every 3-4 hours to protect lean tissue mass and facilitate adaptation to training.

If you're having breakfast 2 hours before you head out and then riding for 4-5 hours, you'll need some protein at breakfast and some on the bike to prevent muscle breakdown.



What to eat

Porridge is the go-to breakfast for a lot of our riders as oats are a great slow release carbohydrate source. You can make it with milk and stir in Greek yoghurt or SiS Whey protein to meet your protein needs. Alternatively some eggs are an excellent protein accompaniment to your porridge or you could try a smoothie.

Hydration

Even if you've hydrated well the day before, it's not unusual to wake up slightly dehydrated. You should therefore aim to sip on fluids throughout the morning. Don't forget that fruit juices or a sports drink can also help to up your carbohydrate intake.

Coffee

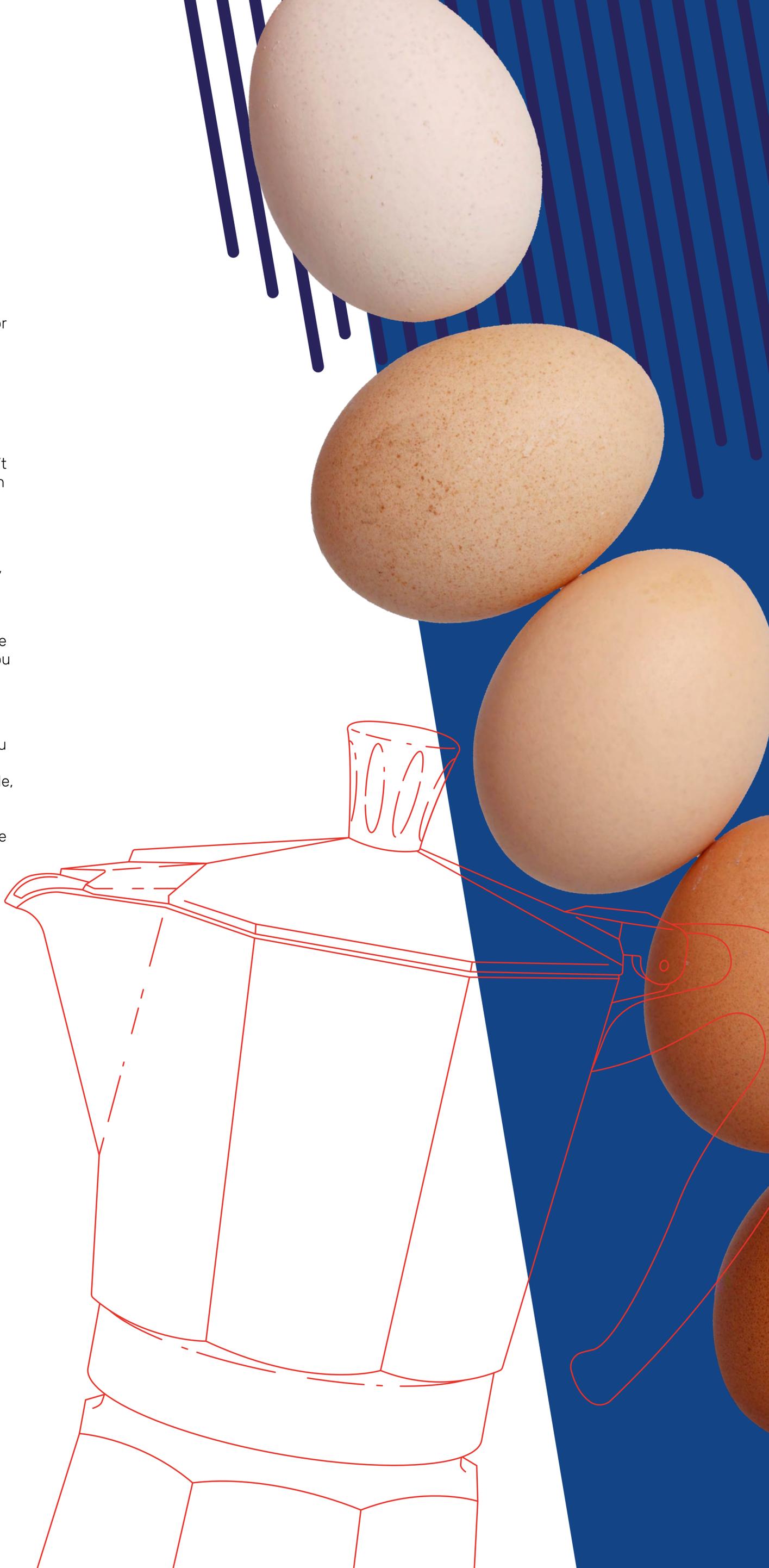
Many cyclists can't function, let alone ride, without a coffee and caffeine does have proven performance benefits and will help to ensure you've cleared your gut before heading out. However you don't need huge amounts and need to be careful of how you time drinking it.

Away from home

If you're staying in a hotel, check when you book what time they serve breakfast and what's on offer. If it's too late or not suitable, plan to be self-sufficient. If you have a fridge in your room, overnight oats are probably the easiest. With a kettle, porridge pots provide another easy option.

Recipe suggestions:

- [Porridge](#)
- [Overnight Oats](#)
- [Porridge Bread](#)



ON THE BIKE

Fuelling on the bike is all about eating little, early and often. It's important to remember that you're not eating for that moment but for 10-20km down the road. As with all aspects of cycling nutrition, practice and perfect your on the bike fuelling strategy in training and stick to it on event day.

How much?

As a general rule of thumb, for a sportive or training ride up to around the 4-5 hour mark, you should be looking to consume 30-60g of carbohydrates per hour. Below are some examples of how you could hit that requirement:

- Two SiS GO Energy + Electrolyte gels (22g of carbohydrates each) = 44g
- Five fig rolls (12g of carbohydrates each) = 60g
- One mini white pitta breads with tbsp honey = 34g
- Two British Cycling Rice Cakes (17g of carbohydrates each) = 34g
- One British Cycling banana and oat muffin = 33g
- Two slices of malt loaf (25g carbohydrates each) = 50g



Don't forget protein

For rides over 5 hours, you should also be looking to take on some protein. This will help to prevent muscle breakdown and help you to feel fuller. A ham sandwich or an SiS Whey20 protein gel, delivering 20g of protein, at the mid-point of the ride is probably easiest.

When and how often?

Don't wait until you start to feel hungry or flat to start eating. It's important to eat every 30 minutes right from the start of the ride. If you tend to forget, set an alarm.

The route you're riding or if you've got some efforts planned can also impact on when you should eat. Take advantage of flat roads and descents to eat and, if you know you've got a hard climb or an effort coming up, 10-15 minutes before it can be a good time to pop a gel.

Gels vs food?

A mixture is best as too many gels can definitely be an irritant to the gut.

Real food has the advantages of making you feel full, a tasty snack can be motivating and the energy will be released steadily. Gels are convenient and can give you a fast energy boost.

Choose real food when you know the intensity will be lower, again, check out route profiles. Opt for gels when the intensity ramps up or if you need a fast lift.

Hydration

Even in cold conditions, it's important to keep well hydrated. How much you need to drink will vary significantly based on individual physiology, conditions and riding intensity. As a rough guide, most riders will typically drink between 500ml - 750ml per hour.

You can test your needs in training by weighing yourself naked before and after a ride. If your weight has dropped more than 2%, you could do with drinking more. Aim to maintain your weight before and after a ride.

A decent guideline though is to try and take a good sip from your bottle every 10 minutes.

You can obviously drink straight water but it makes sense to drop in an SiS Hydro tablet too for electrolytes, especially in hot weather.

Don't forget that your bottles can also be a source of carbohydrates too. A 500ml bottle of SiS GO Electrolyte will provide 36g of carbohydrate and key electrolytes. On a sportive you can easily put a few individual sachets in your jersey pockets to mix with water at aid stations.

The café stop

A 4-hour ride with a 30 minute café stop in the middle is very different physiologically from a 4-hour ride straight through. The stop will allow you to re-fuel, re-hydrate and re-set.

This isn't necessarily a problem and can be a good thing but, if you're training for an event that won't have such a significant stop, you'll have to reevaluate your fuelling and pacing strategies.



Train your gut

You might not realise it but you can actually train your digestive system to tolerate more fuel on the bike and at higher intensities.

If you don't fuel well in training and give your gut the chance to adapt, when you try and fuel to higher levels in an event, you'll be bound to suffer.

Recipe suggestions:

[Porridge Bread](#)

[British Cycling Rice Cakes](#)

[Homemade energy bars](#)

[Banana Oat Muffins](#)





BETA FUEL

A revolutionary new product for fuelling long rides.

Upping the carbs

For the majority of rides, conventional fuelling, delivering 30-60g of carbohydrates per hour, as outlined earlier, is fine. However, for rides over 2.5 hours in length and including sustained climbs or higher intensity efforts, 60-90g of carbohydrates per hour is more appropriate. One 84g serving of Beta Fuel mixed into 500ml of water will deliver 80g of carbohydrate.

Dual substrate

The main limiting factor for carbohydrate utilisation is the transportation across the intestinal wall. The channels that transport maltodextrin (glucose), commonly used in sports drinks, become saturated at 60g per hour. However, by including fructose in the mix, which utilises different channels, total carbohydrate absorption can be increased.

Easy on the stomach

2:1 ratio maltodextrin/fructose drinks aren't a new concept but were historically delivered in hypertonic solutions, which often resulted in stomach issues. Beta Fuel is isotonic and pH neutral and so is very easy on your stomach.



Convenient

Beta Fuel allows you to fuel from your bottles alone. One sachet mixed with 500ml of water provides fuel for one hour.

We've found it to be great for some of our Para-cyclists, who struggle to eat on the bike. It's good for long and hard rides during the winter, where gloves can make fiddling with food and wrappers difficult. On any rides, where traditional fuelling might be difficult, it can provide a convenient solution.

For sportives, you could carry a few sachets in your jersey pocket and simply mix with plain water at feed stations. This would avoid the risk of using unfamiliar products and the need to carry pocket loads of bars and gels.

Beta Fuel Tested

British Cycling Insight Zone Editor Nikalas Cook tried SiS Beta Fuel

"Tackling a 5-hour ride, that included the sea level to 2600m climb of Mount Teide in Tenerife, seemed like a good test of Beta Fuel. It felt quite strange just fuelling from my bottles and, although part of me expected to hit the wall at any moment, it never happened. I felt strong, well fuelled and hydrated throughout the ride. I suffered no gastric issues at all and oddly had no empty stomach feeling despite not taking on any solid food. Given the massive carbohydrate hit, the lemon/lime flavoured drink wasn't overly sickly sweet and, despite warming up over the course of the rides in 20C temperatures, remained palatable and encouraged drinking."

Find out more about Beta Fuel [here](#)

[British Cycling Members](#) get a 30% discount off the SiS range

POST-RIDE

Post-ride is all about recovery. This means replenishing your body's carbohydrate stores, rebuilding with protein and rehydrating with fluids and electrolytes. Fail to do this and it'll negatively affect both your adaptations to the ride you've just done and your performance on your next.

When?

If you've paced and fuelled your ride well, you should be hungry but not ravenous.

People often talk about a "20-minute window of opportunity" but the urgency of recovery nutrition is largely down to the length and intensity of the ride you've just done and, more importantly, when you're next intending to ride.

If you're going to be riding again within 8-12 hours or are doing a multi-day event, getting your recovery started as quickly as possible is vital. However, if you've got a couple of days until your next ride, it's less crucial.

Your body is primed for replenishing carbohydrate stores for up to 2 hours post exercise so aim to try and consume your recovery meal within this timeframe.

What?

You should try to consume approximately 20g of quality protein and 20g of fast absorbed carbohydrate.

If you're able to have a meal soon after getting back from your ride, a tuna sandwich, jacket potato and cheese or some rice and mixed beans would all be good options.

However, at the end of a sportive, especially if you have a journey home, or if you just don't fancy food for a while after a ride, that's when a recovery drink, such as SiS REGO Rapid Recovery, can be ideal.



Don't double up

An important consideration, especially if you're trying to keep an eye on your waistline, is that, if you are able to have a meal within 1-2 hours, there's probably no need for a recovery drink as well, unless you have another training session that day.

The importance of protein

Although the importance of protein for strength and power athletes has been accepted for decades, it's only really in the last 10 years that its role in supporting endurance training has been fully appreciated.

Whereas, for strength and power athletes, the protein is important for muscle growth, for endurance athletes, it's used for both muscle repair and producing more mitochondria. Mitochondria are the powerhouses of your cells and are where energy is produced. Protein is also important for protecting and preserving your lean tissue during periods of hard training.

You should try to consume 1.5 - 2 g/kg body mass/day of protein. This should ideally be spread throughout the day, consuming 20-40g every 3-4 hours. Some examples of protein sources are listed below:



3 medium egg omelette = 18 g

100g small sirloin steak = 25g

Tuna sandwich, 1 drained can = 27 g

X2 turkey breast steaks = 43 g

500 ml of whole milk = 16 g

Cottage cheese, half cup = 18 g

1/2 tin baked beans = 10g

1 serving SiS Whey Protein = 22 g

If you find you struggle with your protein intake, a supplement such as SiS Whey Protein can be useful.

Obviously, it's impossible to consume protein every 3-4 hours during the night and so a slow release protein such as Greek yoghurt or SiS Overnight Protein can be good during periods of hard training.



VEGETARIAN AND VEGAN CYCLISTS

A vegetarian or vegan diet can definitely support high level performance. However, to do so, probably involves paying more attention to your nutrition and a greater degree of planning and preparation regarding your day to day diet. This will ensure you get all the macro and micro nutrients you require and are not suffering any deficiencies.

Energy Balance

With vegetarian and vegan diets typically being higher in bulk and fibre, it can sometimes be difficult, especially when training hard, to consume enough calories before you feel full. With this in mind, you should strike a balance between wholegrain and more refined forms of carbohydrates. If you are training hard, opting for more refined or concentrated carbohydrate sources, such as white bread, pasta and rice or dried fruit and juices, can help you get enough calories in.

If you find you're losing weight when not intending to, performance is dropping off or you're not recovering well from workouts and feeling tired, it's a good idea to check you're consuming enough calories.

Protein

If you are a lacto-vegetarian (eat dairy products), lacto-ovo vegetarian (eat eggs and dairy products) or a pescatarian (eat fish), you should have no issues at all obtaining optimal amounts of protein.

However, if your diet is purely plant based, although there is plenty of protein available from plant sources, some of the protein consumed can be incomplete or of a low bio-logical value. This refers to the fact that it lacks one or more of the essential amino acids, necessary for the rebuilding of protein structures in our bodies. These essential amino acids have to be supplied by our diet as our bodies are unable to synthesise them.

The solution is to ensure that you eat a wide and varied range of plant based protein sources together in the same meal. Beans, seeds, nuts, pulses, soy, Quorn and tofu are all great options. Many classic combinations, such as beans and rice, contain the necessary full compliment of essential amino acids.



Vitamins and minerals

As with protein a wide and varied plant based diet can provide you with most of the vitamins and minerals you require.

Many non-dairy milk alternatives, cereals, spreads and bread are fortified with vitamins and minerals and can help with obtaining the zinc, calcium, iron and vitamin B12 that can be lacking in a plant based diet. This will be indicated on food labels.

Green leafy vegetables, pulses, nuts and seeds are also good sources of iron but you should combine with vitamin C, such as orange juice, a lemon juice based dressing or peppers, to aid absorption. Also, it should be noted that high fibre foods and tannins can negatively affect absorption so, avoid that cup of tea or high bran cereal when eating iron rich foods.

Vitamin D is another potential area of concern but this equally applies to everyone who lives in the northern hemisphere as we simply don't get enough sunlight during the winter. Again, fortified foods can help but it's advised that we all take a 400iu daily supplement. However, strict vegans should be aware that many vitamin D supplements are derived from sheep's wool but there are suitable alternatives.

Essential Fatty Acids

One of the supplements recommended to many riders is a quality fish oil, for the Omega 3 essential fatty acids they contain. As well as a number of health benefits, they also have impacts specific to training and performance. Most noticeable is an anti-inflammatory effect, which has obvious post-workout recovery benefits.

Vegetarians and vegans obviously can't take this type of supplement, but their low Omega 3 levels are also compounded by the fact that their diets are often typically lacking in it. It is not as simple as just looking for foods which are high in Omega 3 though, as it is the ratio with Omega 6 which is important. You should therefore strive to increase your Omega 3 intake while lowering that of Omega 6.

To lower Omega 6 intake avoid preparing foods with corn, sunflower, vegetable and sesame oils and instead opt for olive, avocado and peanut. To increase Omega 3 intake, opt for flax, chia and hemp seeds. Milled flaxseed in particular is really good or flaxseed oil. There are also algae derived Omega 3 supplements available.

Vegetarian Cycling Day

Breakfast:

Vegetarians can have the same breakfast that is recommended for all riders before a big day in the saddle. Porridge sweetened with a bit of honey and an omelette for some stomach filling protein. If eggs are off the menu then consider using soya milk in your porridge and topping it off with a high protein soya yoghurt.

On the bike:

No real issues here with as most energy bars and gels can be eaten by vegetarians. You could also try the British Cycling Rice Cakes, bananas or jam sandwiches.

Recovery:

SiS REGO Rapid Recovery is suitable for vegetarians. Add some ground flax seeds for an anti-inflammatory recovery boost.

Vegan Cycling Day

Breakfast:

Quinoa porridge made with fortified coconut milk, chop a banana in for some sweetness and sprinkle with some nuts and seeds.

On the bike:

Dried fruit, bananas and SIS Go Electrolyte are good choices. Maple syrup sandwiches, homemade flapjacks or raw fruit and nut bars are other tasty alternatives.

Recovery:

Go for a smoothie using B12 fortified soya milk, banana, frozen berries and some ground flax seed.

You can find out which SiS products are suitable for vegetarians or vegans [here](#).



WEIGHT MANAGEMENT

Many riders think that losing a few kilograms is a guaranteed way to get faster on the bike but, if you lose that weight too quickly or in the wrong way, it can actually be detrimental to both health and performance.

Tracking your weight

If you have access to it, keeping track of your body composition using skin-fold measurements combined with weight is the ideal. Many qualified sport and exercise nutritionists and dieticians offer this service.

However, weight alone will still give you a good idea. The key thing to realise is that your weight does fluctuate significantly throughout the day. So, always aim to weigh first thing in the morning, wearing as little as possible and after you've been to the loo. That way you'll get as consistent readings as possible.

How often you weigh is very much an individual thing. Daily weighing allows you to track changes but can be demotivating as it's not unusual for weight to go up from one day to the next, despite an overall downward trend. Weekly can be good but go for Monday mornings as that will help to keep you on track over the weekend. Avoid multiple weigh-ins during a day as this will tell you very little and any change will be down to hydration levels and food in the digestive tract.

Body Mass Index (BMI) is a simple method to gain an idea of whether you could stand to lose some weight. Although it can be erroneous if you're especially muscular, for the majority of people it's a decent gauge. Aim for a healthy BMI between 18.5 and 25.

Plan and periodise your diet

In the same way that you plan your training, do the same with your diet. Periods of hard training aren't necessarily the best time to try and lose weight as calorie restriction may compromise the effectiveness of your training.

If you typically do three key sessions per week, maybe two higher intensity sessions midweek and a longer steadier ride at the weekend, fuel well for the two high intensity sessions and then use rest days and the endurance ride to create a net calorie deficit for the week.

Don't mindlessly eat the same meals every day. If you haven't got a big ride, do you need that massive bowl of porridge for breakfast? Fuel appropriately for the training you're doing. Plan your meals and snacks for 3-5 days in advance. This will help you to stay on track with eating well, challenge you to adapt what you eat around training and even help you to write your shopping list for the week.

Any weight loss should be gradual as this will have less negative impact on your performance and help to preserve your muscle tissue. Approximately 0.3-0.5 kg per week is a good rate of loss to aim for.



Calories in and calories out

Accurately measuring energy intake and expenditure is notoriously difficult. You only have to compare the calorie burn figures given for a ride on different training platforms to see this. For output, an accurately calibrated power meter will give the best data but even this can be subject to inaccuracies.

For logging calories in, there are some good apps but, with user provided information, errors with weighing and portion sizes and other issues, it's easy to see how inaccuracies can creep in. However, for many people, the process of tracking food intake can be beneficial but it's important not to become obsessive about it.

Use the information you have to get a ballpark figure but don't try and eat or exercise down to the precise calorie.

Track your weight and body composition and use changes in that over time to then tweak your diet and training.

Don't ignore the power of power to weight

Power to weight, usually a rider's Functional Threshold Power (FTP) divided by their weight in kilograms, is a metric that's frequently talked about by cyclists.

It's very easy to get obsessed by the weight side of the equation but, if that weight loss is at the expense of power, performance can actually go down.

This particularly applies if you're focusing on the track, flat time trials or a flatter more power focused sportive such as Paris-Roubaix.

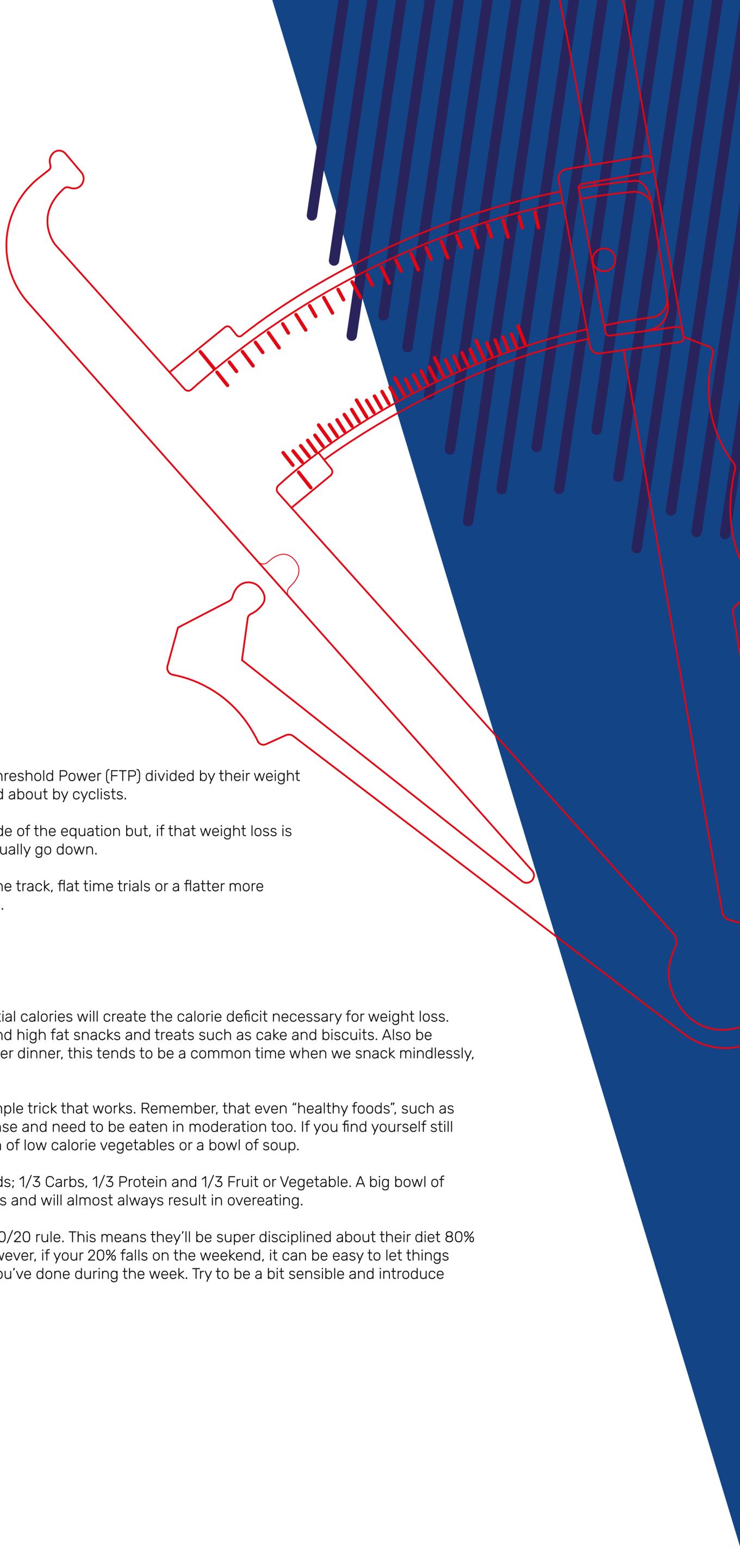
Simple weight loss tips

For many riders simply cutting out non-essential calories will create the calorie deficit necessary for weight loss. Alcohol is an obvious one along with sugary and high fat snacks and treats such as cake and biscuits. Also be aware of what you eat in the evening times after dinner, this tends to be a common time when we snack mindlessly, ignoring satiety cues.

Cut portion sizes. Using a smaller plate is a simple trick that works. Remember, that even "healthy foods", such as nuts, seeds and avocados, can be calories dense and need to be eaten in moderation too. If you find yourself still hungry after meals, try adding an extra portion of low calorie vegetables or a bowl of soup.

Make sure all your plates follow the rule of thirds; 1/3 Carbs, 1/3 Protein and 1/3 Fruit or Vegetable. A big bowl of pasta with a tiny bit of sauce doesn't follow this and will almost always result in overeating.

We try and encourage our riders to follow an 80/20 rule. This means they'll be super disciplined about their diet 80% of the time but a bit more relaxed for 20%. However, if your 20% falls on the weekend, it can be easy to let things completely unravel and to undo all the good you've done during the week. Try to be a bit sensible and introduce some structure and routine.



SUPPLEMENTS

Supplements

As long as you're eating a balanced and varied diet, it's definitely possible to get the vast majority of macro and micro nutrients from your diet without the need for supplements. There are a few supplements though that can be beneficial at specific times.

Vitamin D

As we've already mentioned, in the northern hemisphere, during the winter months, it can be difficult to obtain enough sunlight to synthesis sufficient vitamin D. A daily 400iu supplement is recommended.

Omega 3

If you eat plenty of oily fish (2-3 portions per week), obtaining enough Omega 3 fatty acids shouldn't be an issue. However, if you don't like fish, a supplement can be a good idea. Vegans can get their Omega 3 from flaxseed oil or algae derived supplements.

Multi vitamin/mineral

If you're travelling and you don't think that you'll be able to get enough fruit and vegetables or that your diet might be a bit more hit and miss than usual, a quality broad spectrum multivitamin and mineral can be a good idea.

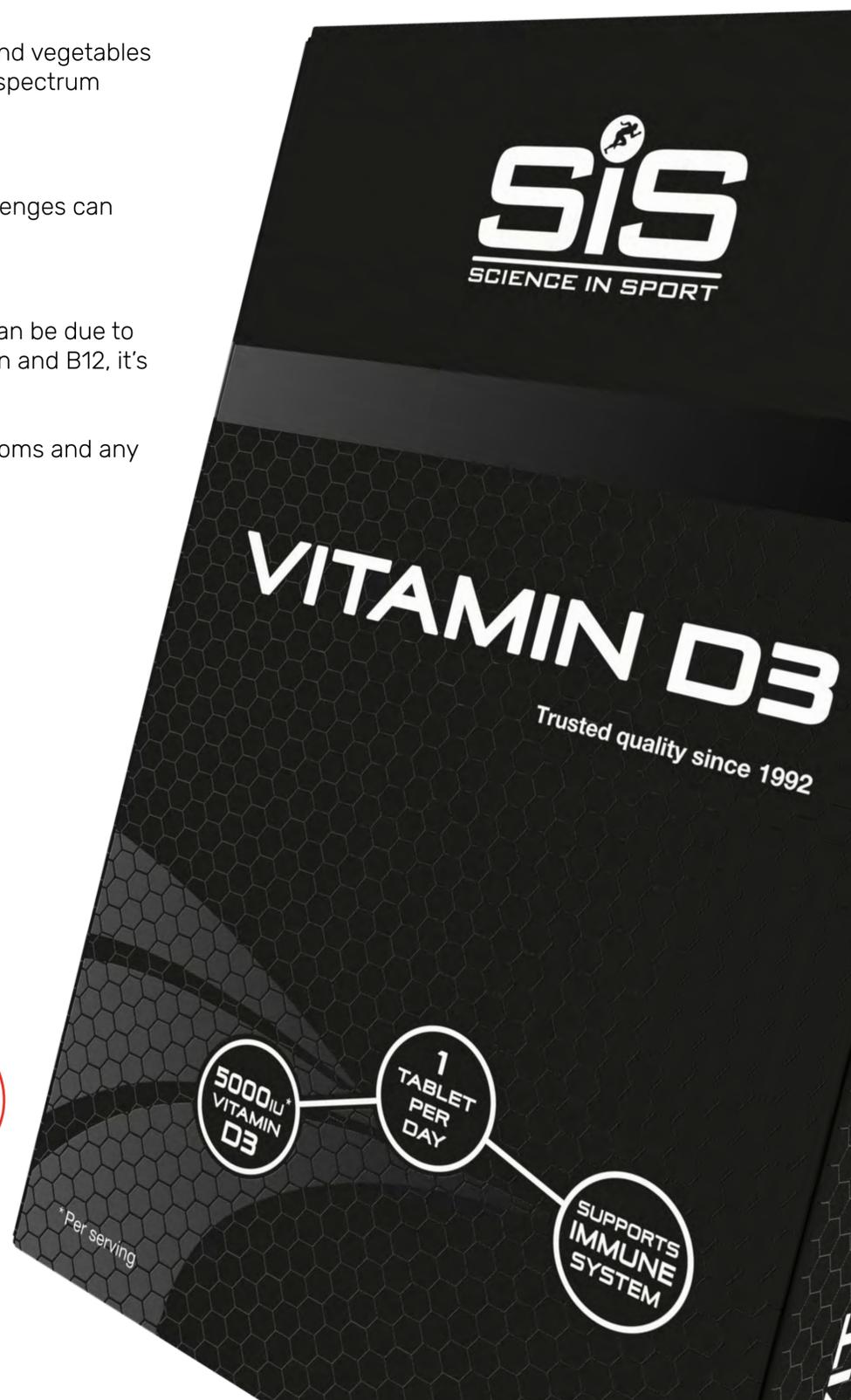
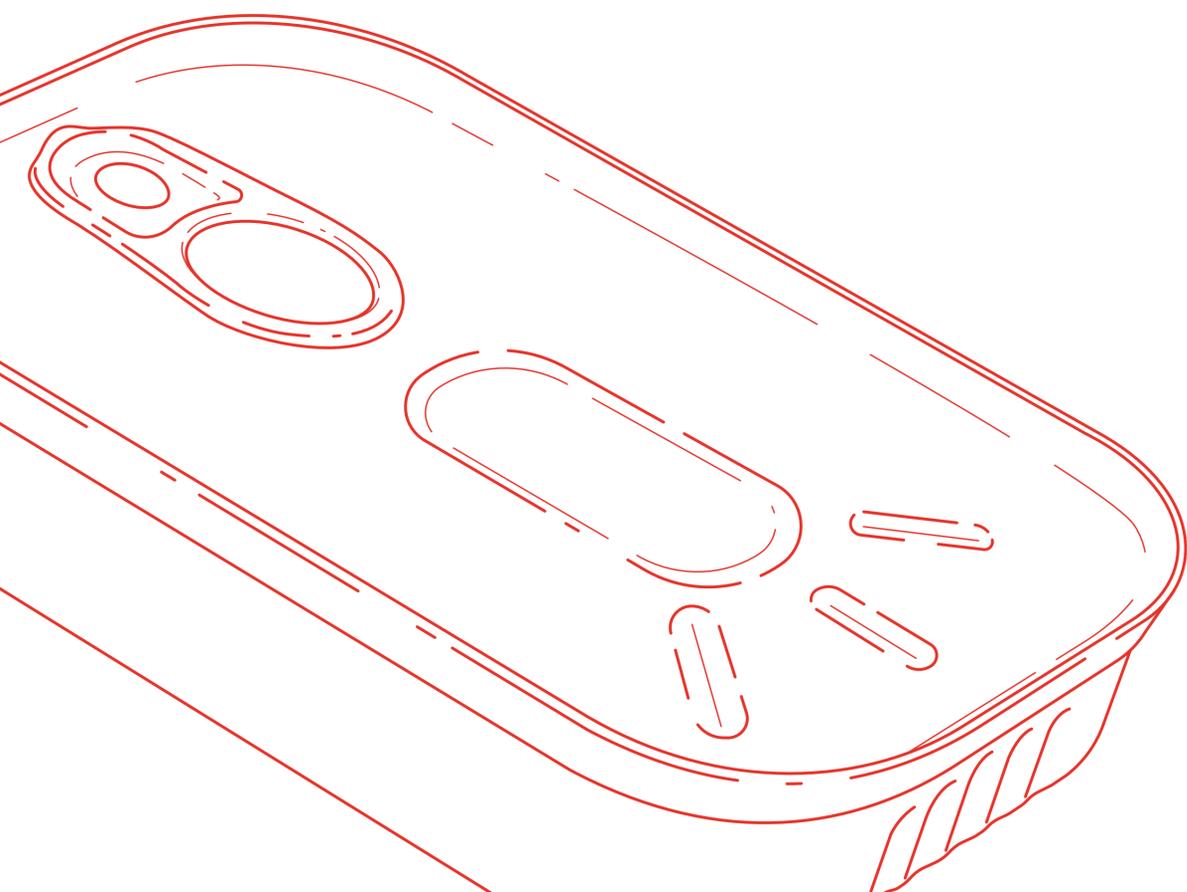
Zinc Lozenges

There's some good evidence that, on the first signs of a cold, sucking zinc lozenges can help speed recovery.

Get tested

Fatigue, poor recovery from training and unexpected drops in performance can be due to a whole range of deficiencies and conditions. Although these may include iron and B12, it's important to resist the temptation to self-diagnose and start self medicating.

It's a simple process to get a blood-test through your GP, discuss your symptoms and any treatment that might be needed.



More isn't More

Many supplements are now available in super high doses but these are rarely necessary. In the case of water soluble vitamins such as vitamin B and C, you'll simply pass any excess. However, fat soluble vitamins, A, D E and K, can build up to toxic levels. From a training perspective, there's some evidence that high levels of vitamin C can reduce endurance adaptation.

It can also be very easy to double dose, especially if you're taking a multi vitamin and mineral and then taking specific products in addition.

Gut Health

You can have the best diet available but, if your gut isn't functioning properly, then you won't be benefitting fully from it or performing optimally.

Cyclists often tend to normalise gut issues but, if you regularly suffer from indigestion, bloating, constipation or GI distress on or off the bike, it should be looked into by your GP.

One of the most effective steps for boosting gut health is to ensure a varied intake of pre and probiotics. Prebiotics feed the good bacteria in your gut and include vegetables, especially onions, garlic and leeks. Probiotics are the good bacteria and, by consuming a range of fermented products, such as dedicated probiotic drinks, live yoghurts, kefir, kombucha and sauerkraut, you can help to maintain a healthy population. Alternatively, you can take a probiotic supplement but it's important that it's evidence backed and delivers a range of strains.

