CLAIMS:

1. A foldable personal vehicle having an operational state and a storage state and having a longitudinal axis lying in a vertical plane of symmetry of the foldable vehicle, the foldable vehicle comprising:

a body member having an upper surface holding a seat, front and rear ends spaced from each other along the longitudinal axis, a right rear side surface and a left rear side surface both disposed adjacent the rear end of the body member and spaced from each other in a direction perpendicular to the plane of symmetry;

a front bar pivotally articulated at least indirectly to the body member via a front pivot axis and holding a front wheel of the vehicle, so as to be pivoted between the operational orientation and storage orientation; the front bar having an upper portion associated with handlebars and a lower portion associated with the front wheel, the upper and lower portions being configured to be locked to each other to behave as a single integral unit steerable by operating the handlebars, and unlocked from each other allowing the lower portion to be steered by a separate steering independently of the upper portion;

two rear legs each pivotally articulated to the body member via a rear pivot axis to enable the legs to take operational and storage orientations, and holding a rear wheel of the vehicle;

a rotatable rear steering port configured to fixedly receive therein a rear steering handle for using said handle when the vehicle is in the operational state; and

a steering mechanism connecting said port with the front bar so that rotation of the port by the handle causes at least the lower portion of the front bar to rotate for steering the vehicle when in the operational state, the steering mechanism comprising at least one steering element extending at least partially within the body member and configured to be bent in the vicinity of the front pivot axis, when the front bar is pivoted from the operational orientation to the storage orientation.

2. The foldable vehicle according to Claim 1, wherein the steering mechanism further comprises a front rotation member fixedly mounted to the front bar, and a pair of bendable right and left cable sections constituting the steering elements, each extending between the front rotation member and the port and so connected thereto that

rotation of the port clockwise or counterclockwise causes the port to pull the respective right or left section, and such pulling yields the rotational movement of the front rotation member and subsequently of the front bar.

3. The foldable personal vehicle according to Claim 1, wherein the vehicle further comprises a front bar locking clamp for locking the upper portion to an element of the vehicle, which is not movable when in the operational state of the vehicle, to prevent the possibility of rotating the upper portion about a front bar axis by operating the handlebars.

4. The foldable vehicle according to Claim 1, further comprising pedals detachably mountable to the front wheel and to another element of the vehicle disposed closer to the seat than the front wheel along the longitudinal axis of the vehicle.

5. The vehicle according to Claim 1, further comprising right and left articulation axles for pivotal articulation of the corresponding right and left rear legs of the vehicle relative to the associated right and left rear side surfaces of the body member, about a right and a left rear pivot axis, respectively.

6. The foldable vehicle according to Claim 5, wherein each of the rear pivot axes is configured to meet at least one of the following requirements:

- it forms an acute angle with a horizontal reference plane, in the rear view of the vehicle, so as to obtain an increased spacing between the rear legs' distal ends in their operational orientation relative to that, which these legs would have with the pivot axes lying in a plane parallel to the reference plane; or
- it forms an acute angle with the plane of symmetry of the vehicle, in the plan view thereof, so that distal ends of the rear legs in their storage orientation are closer to the plane of symmetry than in their operational orientation.

7. The foldable vehicle according to Claim 1, further comprising a front assembly comprising the front bar and an articulation member, by virtue of which the front bar is pivotally articulated to the front end of the body member about the front pivot axis, and wherein the front pivot axis is spaced from a front bar axis so that in the operational orientation of the front bar in the operational state of the vehicle, the front bar is disposed in front of the body member, and in the storage orientation in the storage state of the vehicle, the front bar is disposed above and extends along the upper surface of the body member along at least a majority of the length of the front bar.

8. The foldable vehicle according to Claim 7, wherein the articulating member has the following portions: a first, front-bar associated portion, which embraces the front bar in a manner allowing at least a portion of the front bar to revolve about the front bar axis; a second, rear-legs associated portion, to which the rear legs are connected; and a third, body-member associated portion, at which the articulating member is pivotally articulated to the front end of the body member; wherein in the side view of the vehicle, the third portion is disposed closer to the seat than the first and the second portions, whilst the second portion is disposed lower than the first and third portions.

9. The foldable vehicle according to Claim 1, further comprising a right and a left connection member, each connecting the articulating member with connection areas of the respective right and left rear legs so that pivoting the front bar between the operational and storage orientations causes the connection members to pivot the rear legs along the respective rear side surface of the body member, between their respective operational and storage orientations.

10. The foldable vehicle according to Claim 9, wherein at least one of the connection members is configured to be able, when pushed by the articulating member, to push accordingly the rear legs from their storage orientation to their operational orientation.

11. The foldable vehicle according to Claim 1, wherein the vehicle is a tricycle convertible into a stroller configured for accommodating a child therein and for preventing, when desired, the child from being able to steer the vehicle.

12. The foldable vehicle according to Claim 1, wherein the rear legs of the vehicle are free of any common elements extending therebetween at locations thereon spaced from the legs' proximal ends, for pivotally connecting the legs to the body member and, optionally, wherein in the storage state of the vehicle each rear leg is coextensive with the body member at least along a majority of their longitudinal dimensions.