6V Becomes 12V

There is some degree of myth about this voltage change giving better lights, yes but the reasons? and is there a better way?
The instant reason for the better headlight/tail light is that for the same wattage lamp you have now doubled the voltage and halved the current. This means that any residual resistance in the system ie bad connectors and tarnished switches have less effect as the resistance has less effect. Ie you get more power at your lamp as opposed to loosing it in the wiring. So in effect you are covering up the poor state of your electrics! On a British motorcycle?
There is a case for 12V as of course you get a better choice of batteries and lamps and you can also run a decent Quartz Halogen headlight, but there again once your dynamo is asked to give 12V it might have to run faster to get on to charge. (6V/12V dynamo)
There could be a better way, but perhaps it might mean work-even costs! This what you can do-the result being better lights/electricity and retention of the 6V
You rewire the bike! You use the next size up cable (15A) you pay strict attention to all connections, (do not use REDs and BLUEs!!) Crimp or solder (see elsewhere)
Perhaps new switches, or at least service what you have paying strict attention to the path of the electricity through the switch.- Bingo.
One of the best rewires I did a few years ago showed up the worth of all this attention. I rewired a Stevens 1936, very few wires but just happened to be of 25A cable that was in effect self supporting, very few wires anyway. The result even amazed me, the 6V battery flooded the garage wall with light!